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By order of the Board,

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JAMES YEREAUX, Secretary.

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W. M. M. RANDELL, Secretary.

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VOL. 13.

SATURDAY, JULY 29, 1871.

NO. 318.

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THE COMMERCIAL AND FINANCIAL CHRONICLE is issued every Saturday morning, with the latest news up to midnight of Friday.

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TIME LOANS AND THE FALL STRINGENCY.

When Congress, in July last year, passed the act authorizing the issue of 54 millions of additional bank notes, we expressed the opinion that the result would inevitably be to put up gold, or at least to check its decline. This was doubted, the argument being that because the new bank notes were not to be issued except as certificates of indebtedness were withdrawn and cancelled, therefore the aggregate of the circulating currency would remain the same, inasmuch as certificates are virtually currency equally with greenbacks into which they are convertible on demand, or after a few days notice. The result has shown that our argument was correct; for the gold premium has already risen from 10 to 12, an advance of one-fifth of its former rate. There is said to be a speculative combination among certain operators looking to a further advance. It is evident, however, that the forces which tend to modify the daily fluctuations of a commodity so sensitive as gold, are too numerous and too latent to admit of great precision in interpreting them or forecasting their effect. The case is analogous to that of the tides. The great general cause is known, and its operation is uniform. Still the phenomena appear very intricate and are governed by a multitude of minor disturbing causes. In the gold market there is room for every variety of

conjecture, and opposing parties have their favorite theories. At present, as we said, these theories point to a probable advance in gold. But the facts on which they rest are at best doubtful, and prudent men will do well to be cautious how they confide too implicitly upon them.

Another favorite theory has reference to the usual fall stringency in the loan market which is expected to be omitted this year. Hence bankers and merchants are making time engagements, reaching into the months of November and December, more freely than they were inclined to accept a short time ago. Their theory rests on several suppositions. First, the South, they think, will not derange our money market by its demand for currency. The aggregate circulation issued to the national banks under the law referred to above is less than 20 millions, and the outstanding aggregate is \$318,686,999. It is widely distributed among the Western and Southern States in the following proportions, no part of it whatever being permitted to be allotted to the Eastern and Middle States:

Virginia.....	\$744,000	Georgia.....	\$561,000
Illinois.....	3,066	Kansas.....	176,100
West Virginia.....	950,000	North Carolina.....	609,000
Michigan.....	1,166	Missouri.....	1,290,000
Kentucky.....	2,300,000	South Carolina.....	338,000
Indiana.....	1,174,000	Nebraska.....	212,000
Wisconsin.....	534,000	Texas.....	145,000
Ohio.....	760,000	Colorado.....	61,000
Tennessee.....	1,300,000	New Mexico.....	155,000
Iowa.....	1,076,000	Oregon.....	137,000
Louisiana.....	1,300,000	Alabama.....	260,000
Minnesota.....	380,000	California.....	3,305

It is well worthy of remark, that in proportion as this currency has been sent out into the country, and as new banks have got into operation there, the balance of the interior exchanges has ruled in favor of New York. This movement has brought hither a large amount of greenbacks which had for two or three years been steadily drifting to the South and staying there, adding some perplexing causes to those which usually produce stringency here at critical periods of the year. The new tidal current which has returned the greenbacks this way is due in part, as is supposed, to the movements and influence of the new banks. If so the currency will probably not be attracted back again to the South. It is argued, therefore, that the presence of these greenbacks here during the crop movements of the next three or four months may be relied on to give us an unusual facility for keeping our money market easy during the Autumn.

There is some anxiety about the Treasury balance of currency, which is much below its ordinary level at this season. The accumulation of currency in the Treasury vaults in summer has been regarded as a safe and necessary means to enable the Secretary to assist the ease of money in the succeeding Fall, and to avoid disturbing the loan market by his heavy disbursements and receipts when the active season of business sets in. Notwithstanding this, however, there are multitudes of our mercantile men who are taking the

risk and are binding themselves to contracts which can be made profitable only on condition of an easy Fall money market. The abundance of idle capital seeking investment, and the low rate of interest which it earns, is bringing an increase of new financial projects which offer some of them tempting rates to investors. The London money market is suffering from a similar plethora, and the *Economist* gives a timely caution to investors, reminding them that the panic of 1866 was preceded by just such a plethora of capital and by a like multitude of competing schemes for absorbing it at tempting rates of interest. There is this difference between the financial projects offering in England and here—that ours are in our own country, and consist almost exclusively of bonds, which are comparatively safe investments; while the projects competing successfully for capital in England are for the most part foreign, and consist seldom of bonds, but more often of securities in the objectionable form of shares partly paid up.

THE CURRENCY PROBLEM.

We print elsewhere a communication from an intelligent correspondent in Brazil on the currency question. His familiarity as a resident of Rio de Janeiro with the fluctuations and other inconveniences of paper money make us regret that he did not give some account of that system and of its present and past history. At some time in the near future he will we trust supply the omission and undertake a task for which he is evidently well fitted. To some of the opinions of our correspondent on abstract questions there are manifest objections. He is obviously wrong, for example, when he says that a paper currency is the best in the world "so long as it is not convertible." Universal experience has shown that paper money however regulated in amount, however guaranteed by adequate security has a proclivity to fluctuate in value, and that except it be redeemable on demand in coin, the standard of the currency—the level of value—is sure sooner or later to become oscillating and uncertain. The irredeemable notes of the Bank of France it is true suffered no depreciation during the late war. They were said to have even sold at a premium at Versailles during the Prussian occupation, and in Belgium since the close of the war. These temporary aberrations prove that the notes did change in value. The currency did not circulate freely, and from defined causes the temporary demand for it at a given spot exceeded the limited supply within reach. The ultimate rule governing the value of irredeemable currency is thus plainly brought into view. If the supply is less than the demand the currency will rise above its normal level of value, if more it will fall below that level. But irredeemable paper money has usually been issued by needy governments to replenish a failing exchequer. Hence it has often been issued in excess. Hence it is that we so commonly hear the argument that paper money has a tendency to depreciate. It would be more correct to say that paper money has a tendency to instability of value, rising when the volume of currency is too small and falling when the volume is too large. Appreciation in the one case and depreciation in the other can be prevented by but one expedient known to financial science. That preventive is free redemption in coin. At the great monetary centres of the country every holder of a note must be able to exchange it for specie at his pleasure.

Another fundamental principle our correspondent rejects in saying that "it matters very little to the interior commerce of any country whether the currency be excessive and depreciated or not." Nothing is more easily proved than the proposition that if the circulating medium of a country

has a standard which is subject to sudden changes, all commerce and all money bargains must be very much deranged. If a dollar be worth 75 cents to-day and 70 cents next week, it is my debtor's interest not to pay me till next week. And if I have trusted him this debt, relying on getting 75 cents on the dollar, I lose 6.66 per cent on the transaction. Suppose, in this case, the amount is large, and my legitimate profits but 2½ per cent, it is easy to see how the currency oscillation will rob me of more than double my whole profits. How soon the largest capital of the wealthiest mercantile firm would be wiped out by such transactions is pretty evident. To save themselves merchants resort to various expedients which impart to mercantile business many of the attributes of gambling. All, however, tend to one result, the perturbation of prices. And another too frequent result is the disturbance of the conventional morality of business circles, resulting in the multiplication of frauds, defalcations, forgeries, and the other minor or major convivialities with which a speculative epoch abounds in all countries.

With regard to the foreign trade, a new set of evils are superadded. Some of these are well cited by our correspondent. And in a country like Brazil he will doubtless be able to give some striking illustrations of those evils which have been exhibited here on a greater scale, especially during the violent spasms of our currency system during the war period. Of course, as all these evils owe their virulence to the fluctuations of the value of paper money, they were very much worse in this country from 1863 to 1866 than they have ever been since that time, as is shown by the greater stability in the premium on gold.

As to the value of the gold premium as an element in estimating the depreciation of the currency, our correspondent is perhaps nearly right if he is speaking of Brazil or any country similarly circumstanced. Here, however, the influences controlling prices are much more uniform, and for some time past the premium on gold has probably been a more trustworthy index of the depreciation of the currency than the prices of a few selected commodities chosen for the sake of getting an average. To make a test for such a purpose, comprising the "prices of all commodities," is, of course, out of the question for any practical purpose. Equally does our correspondent fail when he attempts to discover how much currency is needed by referring to the experience of another country—namely, Great Britain. The financial economies, the density of the population, the affiliations of monetary institutions, the hoarding propensities of the people, are widely diverse in every different country, and a thousand other circumstances would have to be into the account before we could even approximate to an estimate of the amount of the extent to which any nation would require more currency to supply its legitimate needs at one period of its history than at another. And if this is true of the same nation at various periods of its commercial and industrial development, much more is it true in regard to different nations. We will not, however, discuss this question, for it is an undoubted principle of monetary science that a full supply of currency is of the first necessity, and our correspondent declares "that any country will part with anything it has in exchange for a circulating medium, money being the tools of trade."

The true and only teacher which we can indicate the normal amount of the currency is experience. It is worse than useless to dogmatise on this subject. We must be content to examine facts as they arise, and seek to interpret them aright. For example, as we have heretofore shown the aggregate Legal Tenders in circulation have fluctuated during the last six years as follows:

CIRCULATING NOTES AFLOAT IN 1865, 1869 AND 1871.

	July 31, 1865.	March 1, 1869.	July 1, 1871.
Greenbacks.....	\$473,114,759	\$356,021,073	\$356,021,073
Greenback certificates.....	20,822,845	71,140,000	31,835,000
Fractional currency.....	25,750,032	36,781,547	40,582,874
Compound interest notes.....	212,121,470		
National bank notes.....	131,452,158	292,457,098	318,688,999
	\$1,048,261,304	\$755,399,718	\$747,251,378

It appears from this table that during the last 6 years the value of our paper money has fallen from 1,048 millions to 747 millions, or nearly one-third; while the value of the paper dollar has risen from 68-96 to 89-20, which also is nearly one-third. From this movement it has been inferred that if the business of the country expand and enlarge the field for the use of the currency hereafter, or if a further contraction be made in the volume of our paper money, and its aggregate be lowered from 747 millions to about 680 millions, while the demand for currency is the same as at present, then gold will in either case go down to par, or, more properly speaking, the paper currency will appreciate and rise to a level with coin. That this theory rests on correct principles there is no doubt; but whether the level of 680 millions, if reached, would restore the equilibrium of our gold and paper currencies we shall apparently have no early probability of satisfactorily discovering.

THE GREAT RAILROAD LEASE.

The advantages of unity and combination in railroad management we have often shown. But there is a growing conviction that they may be too dearly bought. On Wednesday the Chancery suit on the great railroad lease came up at Trenton as was some time ago announced in our columns. The case was continued yesterday and promises to give rise to a long and tedious litigation. The most intense interest is excited by it not only in the State of New Jersey, but throughout the country. The questions at issue are simple and fundamental. In the presence of that active proclivity of capital to concentrate itself in large masses, and to organize powerful combinations, cliques and monopolies, the stockholders of any prosperous, well-located railroad which happens to have rich neighboring corporations and rivals, are liable to become at any moment a temptation to covetous greed or speculative enterprise. The time is come when it is of paramount consequence to the owners of railroad property to discover whether the officers and directors of any company have the right to sell or lease it to another road without the consent of the stockholders of both roads expressly given. Of course such an amalgamation would be void without a previous act of the Legislature, but the question is whether the consent of all the stockholders is also needful. To decide this point, as far as the State of New Jersey is concerned, is the object of the suit at Trenton, which aims to defeat the recent attempt to lease the United Companies of New Jersey to the Pennsylvania Railroad. The bill filed in opposition to the lease has been published, and raises three principal objections. First, that the proposed amalgamation will cause injustice to the present owners of the property. The capital stock is stated at \$18,990,667 50. On this sum for 38 years the stockholders have received 12.2 per cent of average yearly dividends. Their property cost 35 millions, and is now worth 50 millions. This rapid progress in value is still going on, and the unexampled position of the works of the companies between the two largest cities in the United States, they say, leads them to expect that during the next period of 38 years the dividends will increase rather than diminish, and will average at least 15 per cent a year on the entire stock, free from tax. Instead of this 15 per cent, they claim that the lease would allow only 10 per cent, thus defrauding them of a rightful income, and depreciating the value of the property; as stock giving an income of 12 per

cent, with probable increase, must be more valuable than that having a fixed income limited in any contingency to 10 per cent.

A second objection is founded on the impracticability and injustice of transferring to a foreign corporation powers and privileges which rightly belong only to citizens of the State, who are under the control of the State authorities and can be prevented by State action from closing any of these great highways of commerce, or rendering them unduly tributary to other roads, should they desire so to do, after the example of some of the purchasers of great transportation works in other States. The 21 stockholders whose names appear in the record own from five to 815 shares each. Their aggregate ownership is 3,765 shares, representing \$376,500 of the capital of the leased roads. This is about one-fiftieth of the entire stock, and being held mostly by members of the Delaware and Raritan Canal Company and the Camden and Amboy Railroad Company, represents about one-sixteenth of the capital of each of these organizations. The bill cites 31 acts of the Legislature affecting the rights and privileges of the companies and their stockholders, and shows that some of these rights are violently and without remedy threatened. The Pennsylvania Railroad Company, it is held, "is incompetent and incapable of using said properties in this State, or of exercising said privileges or franchises in this State, or any of them; and it is also incapable and incompetent to discharge numerous trusts, duties and obligations, which, by the laws of this State, have been and are imposed on the united companies, and each of them, and from which duties these companies are alike incapable of either discharging themselves or of transferring them to others."

The third point raised is the unconstitutionality of the law authorizing the lease. This act provides that the stock of dissatisfied holders shall be taken by the Company at a fair valuation after the perfection of the lease. This provision, it is claimed, is beyond the constitutional powers of the Legislature, because the stock is actually taken at the time of the lease, and is not paid for until the new owners have come into power; whereas the State Constitution provides that all property shall be paid for before it is taken. In granting the charters of the different companies the Legislature failed to retain any power by which they might be repealed or altered, and no general act affecting this point was passed until 1841. It is therefore claimed that without the consent of the companies the Legislature can pass no act altering such charter, and that for this reason the act under which the lease is now to be accomplished is inoperative.

Such are the main questions raised in the suit. The main reliance is, of course, on the principle of getting the consent of the owners of corporate property before leasing or selling it to other parties. This principle, it is said, has been repeatedly affirmed in Massachusetts, New York, Pennsylvania and Ohio, whose courts have held that any departure from the original contract, as expressed in the charter, must be voted on and accepted by all the stockholders, and that no act of the Legislature authorizing such a departure can dispense with this express sanction by unanimous vote. In the State of New Jersey, moreover, the act of March, 1870, authorizing such consolidations, expressly requires the stockholders' consent as an indispensable condition, without which such consolidations will be invalid, and evidence of this consent is required to be filed in the office of the Secretary of State. In defiance of this statute it is affirmed that the lease was made without being even submitted to the stockholders, while none of the Directors, either in the separate or joint Boards, acted upon it officially.

The opponents of consolidation seem to have made out a strong case, and the moral effect of their vigorous attack, whatever be its direct result, cannot fail in any case to impose a salutary check on a pernicious system of centralization, which is growing daily more unpopular, and aims to make the whole of our interior commerce tributary to a small clique of capitalists by concentrating in their hands the supreme control over the chief lines of railroad transportation in the country. Whenever it appears that the owners of railroad property cannot be protected in their just rights a powerful obstacle will be raised in the way of railroad progress which greatly depends for its beneficent march on the security of the capital invested in it.

PAPER MONEY VERSUS GOLD.

RIO DE JANEIRO, JUNE 1, 1871.

MESSEURS. EDITORS OF THE FINANCIAL AND COMMERCIAL CHRONICLE, NEW YORK.

GENTLEMEN:—Your constant reader, I confess, with pleasure and without hesitation, to having been oftentimes edited by your monetary lucubrations; but I must take decided exception to the reasoning and conclusions of your article under the caption of "The Public Credit and the Appreciation of the Currency," in your issue of the 15th of April.

The phenomenal relation which exists between the precious metals and an excessive paper circulation is not a true test of the degree of depreciation of the paper. This test must be sought not in the premium on gold, the least reliable, perhaps, of all the articles of merchandise, among which it takes its place, when demonetized by the presence of an excessive paper circulation—this test must be sought not in the premium on gold, but in the sum of price of all exchangeable commodities, as compared with the sum of price of the same commodities under a sound, normal condition of the currency—a condition of the currency where the amount of circulation may not have exceeded by much, if at all, the amount of metal which would have circulated had there been no substitutes for it. The premium on gold would enter very legitimately into this sum of price, but cannot be referred to, "*de per se*," to establish the degree of depreciation of an excessive circulation.

You assume that because the premium on gold in 1865 was 50 per cent, this marked the excess in the volume of the currency, and that instead of being 1,000 millions it should have been 666 millions; and again, that the premium being now 10 per cent, this, to a certain extent, confirms your previous calculation, and that the currency, instead of being 760 millions, should be 680 millions.

It is doubtless true, as you assume, that certain laws determine the degree of depreciation of an excessive paper currency, issued from a source commanding high confidence, but I deny that the action of those laws can be determined and measured by a reference to the phenomenal relation between the paper and gold. If this were the true and proper test of depreciation, then your argument would be unassailable, and 680 millions would be, as you claim, the correct and proper amount of currency for the United States; but as I have before said, the sum of price of exchangeable commodities and not the phenomenal relation between gold and an excessive and depreciated paper currency, must establish the true degree of depreciation; and it is in the false relation of gold to a depreciated currency, that are to be found the most mischievous effects of an excessive issue of paper money.

A few words will, I think, suffice to explain my meaning and to establish my proposition.

The currency of the United States in 1860, then smartly excessive, as it always was as a rule, under the old State bank system, consisted in round numbers of about 250 millions of bank notes, and about 50 millions of metal circulating outside of the banks, in all 300 millions, and, the currency then being convertible, representing 300 millions of gold. How then can it be said that, in the five years from 1860 to 1865, the country having in the meantime carried on a gigantic civil war, uprooting confidence in business circles, and sapping the fountains of production, besides destroying in the value of negroes and real estate from five to ten thousand millions of dollars in the South, the wants of the country for a currency should have risen from 300 millions to 666 millions, and this, too, when the South had hardly any commercial vitality left in it?

Again, if in 1865 the country required 666 millions, how is it that in 1871, after six years of renewed trade and industrial activity, after the restoration of the South to great commercial activity, there shall only be required 680 millions, or 14 millions more than in 1865?

It seems to me, that both positively and negatively, the result of your calculation is shown to be erroneous in the extreme, and that the adoption of your views upon this subject cannot fail to prolong a most mischievous and undesirable condition of things.

I am firmly persuaded, that with the great economies which have been worked in the offices of the currency, through the increased facilities of communication by telegraph and railroad, the United States do not require to-day, as a currency, to perform all the offices of a medium for the movement of its exchangeable commodities on a legitimate basis—I will not say on a gold basis, for that would be to adopt your fallacy, and mislead—but on a legitimate basis, more than three hundred millions of paper currency, the best in the world, so long as it is not convertible.

Although, so far as the internal trade and commerce of a country are concerned, it may matter very little whether the currency be excessive and depreciated or not, the influence of an excessive, and, consequently, a depreciated currency, whether upon a par with gold or not, is very mischievous in its bearing upon the relations of capital and labor, giving rise to those trades' unions and strikes which are so prejudicial to the best interests of employers and employees, and is oppressive, in the extreme, to all those living upon limited fixed incomes, such as Government employees, clerks, officers of the Army and

Navy, widows and orphans, and those having their means invested in ground rents.

But it is in our foreign trade that the evils of an excessive currency, maintaining a false and phenomenal relation to gold, crop out and present the most objectionable features. Such a condition of the currency involves a constant stimulus to an excessive import trade, as the high currency prices made by an excessive circulation, represent under the phenomenal and false relation of the paper to gold, an undue amount of gold. The same cause makes high currency prices—and falsely high gold prices—for the products and fabrics of the country, and acts as a repressive influence upon the export trade. Hence our products, not being able to compete in foreign markets with the products of countries which have maintained a sound, restricted currency, are not sought for, and our country is going more deeply in debt to foreigners every year, through the necessity of exporting our bonds and other titles of indebtedness to meet the balance against us in our foreign trade.

Not a great many years ago the trade of Great Britain, within a limited period, as shown by the sum of her imports and exports, increased threefold, and yet there was scarcely an appreciable increase of her currency; and to-day all the exchanges of that most commercial country in the world are conducted with about 150 millions of dollars of currency, how then insist that we require 666 or 680 millions?

Allowing for our greater extent of territory, to double the currency of Great Britain for our country, would seem to me, to be to provide an ample allowance. But admitting that I am wrong in my estimate of the wants of our country for a currency, and it should prove that we really require, on a legitimate basis of price, more than 300 millions, no harm will be done. We need not fear too much restriction, for if more be wanted shall we not get it? Most assuredly we shall. If not supplied by our mines, it will flow into us from abroad, because the first necessity of a commercial country is a sufficient currency, but not an excessive one; and it is a law of money, that a country will part with anything it has in exchange for a sufficient circulating medium—money being the tools of trade. I am, sirs,

Your obedient servant,

AN AMERICAN MERCHANT.

CHANGES IN THE REDEEMING AGENTS OF NATIONAL BANKS.

The following are the changes in the Redeeming Agents of National Banks since the 20th of July, 1871. These weekly changes are furnished by, and published in accordance with, an arrangement made with the Comptroller of the Currency:

LOCATION.	NAME OF BANK.	REDEEMING AGENT.
Alabama—	The National Commercial Bank.	The First National Bank of New York, approved.
Kentucky—	The First National Bank.	The First National Bank of Cincinnati, approved.
Nicholasville—	Bank.	
Delaware—	The First National Bank.	The Ocean National Bank, New York, approved in addition to the Philadelphia National Bank, Philadelphia.
Seaford—	Bank.	

New National Banks.

The following is a list of the National Banks organized since the 20th of July, 1871:

- Official No.
1,849—The First National Bank of Grand Haven, Mich. Authorized capital, \$100,000; paid in capital, \$50,000. Edward P. Ferry, President; Geo. Stickney, Cashier. Authorized to commence business July 25, 1871.
1,850—The First National Bank of Mason City, Ill. Authorized capital, \$50,000; paid in capital, \$30,000. George H. Campbell, President; Ordo S. King, Cashier. Authorized to commence business July 6, 1871.
1,851—The Second National Bank of Charleston, Ill. Authorized capital, \$100,000; paid in capital, \$50,000. J. W. True, President; Charles Clary, Cashier. Authorized to commence business July 26, 1871.

Latest Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON, AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON— JULY 14.			EXCHANGE ON LONDON.		
ON—	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam...	short.	11.18% @ 11.18%	July 14.	short.	11.18
Antwerp.....	3 months.	11.19% @ 12.0%	"	"	25.32 @ 25.35
Hamburg.....	"	13.09% @ 13.10%	"	"	13.8
Paris.....	"	25.65 @ 25.75	"	"	25.27% @ 27.52%
Paris.....	short.	25.30 @ 25.40	"	"	1.3.55
Vienna.....	3 months.	12.57% @ 12.62%	"	9 mos.	6.21%
Berlin.....	"	5.24 @ 6.34%	"	"	118.3%
Frankfort....	"	11% @ 119%	"	"	31%
St. Petersburg	"	30% @ 31%	July 14.	"	"
Cadiz.....	"	49% @ 49%	"	"	"
Lisbon.....	90 days.	52% @ 53%	"	"	"
Milan.....	3 months.	36.34% @ 26.97%	"	"	"
Genoa.....	"	"	"	"	"
Naples.....	"	"	"	"	"
New York.....	"	"	July 14.	60 days.	110%
Jamaica.....	"	"	"	"	"
Havana.....	"	"	July 14.	60 days.	58
Rio de Janeiro	"	"	"	"	24%
Bahia.....	"	"	June 26.	"	24% @ 24%
Valparaiso....	"	"	"	"	"
Pernambuco....	"	"	June 28.	"	24 @ 24%
Singapore.....	60 days.	4s. 5d.	"	"	"
Hong Kong....	"	4s. 5d.	"	"	"
Ceylon.....	"	3 p. c. dis.	"	"	"
Bombay.....	"	1s. 10 3/4d.	"	"	"
Madras.....	"	"	"	"	"
Calcutta.....	"	"	July 4.	6 mos.	1s. 11 8-16d.
Sydney.....	30 days.	1/2 p. c. dis.	"	"	"

[From our own correspondent.]

LONDON, Saturday, July 15.

The weather continues very changeable, and the crops make slow progress towards maturity. Commencing with Monday

afternoon last, we had a twenty-four hours' rain of unusual heaviness, and as the crops had been laid in several districts, many fears were entertained of an unfavorable harvest. Since Tuesday, however, not much rain has fallen; but the weather has had an uncertain appearance, and there is a great scarcity of hot, ripening days. A good deal of hay has been stacked recently, the farmers, owing to the unsettled state of the weather, having procured additional hands for the purpose of completing that work, which, in the present year, has been more than usually tedious. The yield has largely increased by reason of the rains, but the condition in which the produce has been stacked is not altogether satisfactory. The pastures, however, look remarkably healthy and vigorous, and, without doubt, they will continue to present a luxuriant appearance during the remainder of the season. The following are some crop reports which have come under my notice:

YORKSHIRE.—1. Within a fortnight of the present time the wheat crop was very varied, some very thin and light in the straw, and other crops thick and promising, but the extreme wet weather of late has beat down the good very seriously, at the very worst stage of growth (just beginning to flower), and it has also become very dark in color. The light crops are also injured.

2. The rainy weather is making bad work of all our crops. Wheat is below an average, and cannot make progress in shooting (or earing), and, as you know, if we have another week of wet weather, the blooming cannot get on properly for a crop. Barley is variable, according to situation, about an average crop. Oats are bad, not two-thirds of an average crop. Potatoes cannot grow for want of sun, and manure is drowned. Turnips have plenty of plant, but same as potatoes. Clover is good; three-parts mown and spoiling; of meadow, good, very little is cut.

3. The late continued heavy rains are doing and have done considerable injury to the growing crops, more especially to the late sown barley and oats upon strong land in this immediate neighborhood. Wheat and potatoes are also much affected by it, and will not be able to produce an average crop. Wheat is evidently suffering from continuous rains; no lack of straw upon well farmed land; and has just got nicely out into ear, but for want of sun the flowering is very deficient, and unless the weather soon change we shall have a short yield; if not poor in quality. Barley looking very well, and may be a fair crop where the land is clean, but a great deal is pestered with charlock and weeds. Oats a general failure upon all land in this district. I have not seen a really good crop anywhere. Beans and peas are looking pretty well, but are doubtful as to yield, except we have dry weather and more sun. Swedes and turnips are looking very well; full of plant, but overdone with wet, and grow very slowly. Potatoes on dry land very blooming, and pretty forward; every appearance of a good crop. Were the farmers at all disposed to be a grumbling people, like some others in business, they might do a little just now with a pretty good grace. Seasons have been very changeable and unfavorable the last few years, their disappointments very many, and expenses very high.

CAMBRIDGESHIRE.—Much progress has been made in securing the hay. Although there have been showers during the week, a considerable quantity of hay and stover has been got up in good condition, and the crop is said to be a plentiful one. Notwithstanding the dull, fickle weather, both wheat and barley are looking well, and gradually ripening; but harvest will be later than usual.

The supply of money seeking employment has largely increased and the financial strength of the Bank of England having been vastly augmented, the directors have reduced the *minimum* quotation for money to 2 per cent. It is now clear that the French loan will have no perceptible effect upon our market. In fact, the loan, by being subscribed to chiefly in France, has extracted much of the hoarded wealth of France, and has materially augmented the supplies of available capital. Thus, with the increased demand for coin, an augmented supply of it has been obtained, so that no serious inconvenience has been felt. The large issue of circulating notes in France, and the facility with which those notes are transferred at their full value, have greatly assisted the French Government in paying the Germans the first instalment of the indemnity money in the way agreed upon in the Treaty of Frankfurt. While this vast operation is being carried out, there is no lack of confidence in France, and business is not seriously retarded. Indeed, trade with France is beginning to assume great proportions. The purchases of metal, ivory, wool, cotton, and many other articles have been very important of late, and this circumstance accounts in some measure for the increase in their price. There are, however, some fears about the French harvest, and probably in the northeastern districts there will be a considerable deficiency. The Minister of Agriculture, however, calculating upon a harvest inadequate to the requirements of France, will speedily make his arrangements, but at present there is no fear that the deficiency will be very serious. It is nevertheless more than probable that France will have to import much more largely during the coming season than for some time past. So far as this country is concerned, there are indications that we shall require more than in former seasons, for the present weather is not calculated to bring the wheat plant to its full state of maturity. The blooming season has not been satisfactory, rain and wind having prevailed to a great extent. It is also to be noticed that the season is becoming advanced, and that the crops ought already to show indications that they will soon be ready for the sickle. Such, however, is not the case. The wheat, oat and barley fields show at present no appearance of mellowness, and the weather is now of a character that must make the harvest very late. A late harvest is very unsatisfactory, and is unquestionably very precarious. In Yorkshire and in Scotland, harvest work is there undertaken in the Autumn, when the days become short and the nights damp, in consequence of which much of the

crop is weathered, and is unfit for immediate consumption. The result of this is, assuming that the harvest in the South is secured in dry condition, that the northern millers buy largely in the south, and cause more excitement in the trade. Should the weather continue unsettled, and the harvest be delayed, we may expect a considerable trade in foreign wheat, at advancing prices.

Annexed is a statement showing the imports and exports of bread and feeding stuffs into and from the United Kingdom, during last week and since the commencement of the season compared with the corresponding periods in 1869-70:

	FOR THE WEEK ENDING JULY 8.		1869-70.	
	Imports.	Exports.	Imports.	Exports.
Wheat.....cwt.	776,613	20,328	490,457	179,554
Barley.....	61,261	42	121,338	14,110
Oats.....	285,488	5,677	230,832	60,588
Peas.....	15,345	.....	48,484	66
Beans.....	71,823	.....	40,414	60
Indian corn.....	545,988	.....	132,074	.....
Flour.....	112,613	715	94,063	11,371

	SINCE THE COMMENCEMENT OF THE SEASON (AUG. 28).		1869-70.	
	Imports.	Exports.	Imports.	Exports.
Wheat.....cwt.	27,622,675	3,172,504	33,388,619	794,753
Barley.....	6,748,547	110,774	6,807,807	93,988
Oats.....	7,918,101	1,439,263	9,268,657	374,391
Peas.....	865,275	53,470	1,512,262	13,498
Beans.....	1,717,652	18,019	1,580,123	2,341
Indian corn.....	13,107,044	64,991	15,038,673	14,857
Flour.....	3,897,492	5,346,106	5,347,010	61,474

The following are the totals for the corresponding periods in 1868-69:

	Imports.		Exports.	
	For the week.	Since Sept. 1.	For the week.	Since Sept. 1.
Wheat.....cwt.	514,072	22,914,693	89	157,728
Barley.....	32,190	8,399,451	450	100,763
Oats.....	131,065	5,019,881	615	112,631
Peas.....	30,929	1,064,560	204	24,049
Beans.....	22,386	3,138,484	.....	4,353
Indian Corn.....	174,169	11,121,350	1,121	3,005
Flour.....	71,051	3,166,352	362	31,419

The quotations for money, compared with those of last year, are subjoined:

	1870.		1871.	
	Per cent.	Per cent.	Per cent.	Per cent.
Bank minimum.....	3 @	2 @	4 months' ba'k bills 3 @	1 1/2 @
Open-market rates:			6 months' ba'k bills 3 1/2 @	2 1/2 @
8 and 60 days' bills 2 1/2 @	3 1/2 @	1 1/2 @	4 and 6 trade bills.....	3 1/2 @
3 months' bills.....	2 1/2 @	1 1/2 @		

The rates of interest allowed by the joint stock banks and discount houses for deposits are subjoined:

	1870.		1871.	
	Per cent.	Per cent.	Per cent.	Per cent.
Joint stock banks.....
Discount houses at call.....
Discount houses with 7 days' notice.....
Discount houses with 14 days' notice.....

The following table shows the rates for money at the leading continental cities, compared with those of last year:

	B'k rate.		Op. m'kt.	
	1870.	1871.	1870.	1871.
At Paris.....	2 1/2	6	2 1/2	6
Vienna.....	6	6	6	6
Berlin.....	6	4	*nom.	3 1/2
Frankfurt.....	3	3	3	3
Amst'd'm.....	3	3 1/2	3	3
Turin.....	5	6	*nom.	6

*Quotations uncertain in consequence of the declaration of war by France.

There is no demand for gold for export, and a further considerable accumulation has taken place at the Bank of England. The stock now held by that establishment is nearly £27,000,000, being an unprecedented amount. There is a fair demand for silver and dollars, and prices are firm. The following quotations of bullion are from the circular of Messrs. Pixley, Abell, Langley & Blake:

	GOLD.		SILVER.	
	Bar Gold.....	per oz. standard.	Bar Silver.....	per oz. standard.
do do Refinable.....	.....	do	do containing 5 grs. gold per oz. standard, last price.....	.....
United States gold coin.....	per oz.	.....	.....	.....

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of Consols, the average quotation for English wheat, the price of Middling Upland Cotton, and of No. 40 Mule Yarn, fair, second quality compared with the four previous years:

	1867.	1868.	1869.	1870.	1871.
Circulation, including bank post bills.....	24,673,781	25,434,023	24,440,176	24,353,213	25,811,779
Public deposits.....	4,313,373	3,359,755	3,320,192	5,928,213	4,316,444
Other deposits.....	20,595,525	22,080,000	19,911,313	18,731,634	27,956,931
Government securities.....	12,390,773	14,614,394	15,722,824	12,493,441	15,126,557
Other securities.....	17,576,507	16,904,426	15,695,337	18,483,034	18,821,697
Reserve of notes and coin.....	13,487,396	12,310,175	10,837,493	12,100,503	16,646,084
Coin and bullion.....	22,686,726	22,186,585	19,769,583	21,004,793	26,917,019
Bank rate.....	2 1/2 p. c.	3 p. c.	3 p. c.	3 p. c.	2 p. c.
Consols.....	94 1/2	94 1/2	93 1/2	91 1/2	90 1/2
Price of wheat.....	64s. 7d.	66s. 7d.	48s. 11d.	50s. 7d.	49s. 0d.
Midd. Upland cotton.....	10 1/2 d.	11 1/2 d.	13 1/2 d.	9 1/2 d.	*9s. 0d.
No. 40 mule yarn.....	1s. 5d.	1s. 3 1/2 d.	1s. 4 1/2 d.	1s. 3 1/2 d.	*1s. 2 1/2 d.

* Prices July 6.

Owing to the abundance of money the stock markets have been very firm, and prices are in most cases higher. British railway shares have been largely dealt in, and the principal lines show an important advance in price. Consols have also improved in value. United States Five-Twenty and Ten-Forty bonds have been dealt in to a considerable extent, at higher prices, and American railway stocks are also firm. The market for French securities has been buoyant, the scrip of the new loan being 5½ to 5¼ premium, and the National Defence loan, 98½ to 98¼. Spanish securities are dull; but Turkish and Egyptian securities have realized higher prices. The following statement shows the highest and lowest prices of consols and the principal American securities on each day of the week:

	Monday.	Tuesday.	Wed'ay.	Thu'ay.	Friday.	Sat'day.
Consols.....	93½-93¾	93½-93¾	93½-93¾	93½-93¾	93½-93¾	93½-93¾
U. S. 5-20's, 1882.....	92½-92¾	92½-92¾	92½-92¾	92½-92¾	92½-92¾	92½-92¾
U. S. 5-20's, 1884.....	91-92	91-92	91-92	91-92	91-92	91-92
U. S. 5-20's, 1885.....	91½-92	91½-92	91½-92	91½-92	91½-92	91½-92
U. S. 5-20's, 1887.....	90½-91	90½-91	90½-91	90½-91	90½-91	90½-91
U. S. 10-40's, 1904.....	90½-90¾	90½-90¾	90½-90¾	90½-90¾	90½-90¾	90½-90¾
Atlantic & G't West. consol'd mort. b'ds. 40-41	40½-41½	40½-41½	40½-41½	40½-41½	40½-41½	40½-41½
Erie shares (\$100).....	23½-23¾	23½-23¾	23½-23¾	23½-23¾	23½-23¾	23½-23¾
Illinois shares (\$100).....	110-110½	109½-110½	110½-111	110½-111	110½-111	107-107½

The Saint Paul and Pacific Railroad Company (first division) are inviting, through Messrs. Robert Benson & Co. of London, and Messrs. Lippmann, Rosenthal & Co. of Amsterdam, subscriptions for £3,000,000 sterling 7 per cent first mortgage extension bonds at the price of 74 per cent. Interest will be payable on these bonds either in London or New York, at the option of the holders, at the rate of four shillings the dollar, and will be free of all United States taxes; £10 per £200 bond is payable on application, £18 on allotment, £60 on August 15, and £60 on October 1. Taking into account the discount on pre-payment, the issue price is reduced to about 73½, upon which price interest at about 9½ per cent per annum is yielded to the investor.

There is a good demand for cotton, and the export inquiry is active. The tendency of prices continues upward. The following relates to the trade of Manchester:

The course of the market this week calls for little comment, as so little business has been done that prices have scarcely been tested. Nominally they are rather higher than they were last Friday, but practically, where producers are desirous of selling, they are the same in most departments. In the beginning of the week great excitement prevailed in the cotton market, the sales on Monday alone amounting to 35,000 bales, with advancing prices. The effect of this was immediately felt here, and on Monday producers scarcely knew what prices to ask. On Tuesday morning a clear advance on Friday's rates was demanded; but, as buyers did not respond, very little business was done, and the market became very quiet toward the close of the day. Spinners had, therefore, no inducement to go on buying cotton, considering what a large quantity they had already secured to cover previous engagements. At the same time the attention of cotton speculators was drawn to the more favorable accounts of the cotton crop which were being received. Since Tuesday the Liverpool market has been much more subdued, and this market has been influenced accordingly. Buyers have almost ceased making offers, except at prices which producers have been unwilling to accept, and which they have been in a position to refuse owing to existing contracts. In some classes of yarn considerable parcels have been offered at prices which are decidedly below spinners' rates, but which would still leave a profit to the original buyers. Manufacturers had very little advantage out of the last rise which took place, except a few who had secured yarn before selling, and this branch of the trade is unremunerative and much worse than spinning. In the early part of this day the market was rather stronger in tone, owing to increased sales of cotton in Liverpool, but this feeling did not gain ground, and only a small business was done. Some producers adhered to Tuesday's quotations, but the result was that they did little or no business.

The following statement shows the imports and exports of cotton into and from the United Kingdom, from September 1 to July 13, compared with the corresponding period last year:

	1870-1.		1869-70.	
	Imports.	Exports.	Imports.	Exports.
American.....	bales 2,198,787	350,631	1,349,856	98,887
Brazilian.....	421,614	54,100	379,366	45,319
East Indian.....	88,398	494,256	1,130,833	431,044
Egyptian.....	227,326	13,019	164,923	4,115
Miscellaneous.....	195,761	11,476	110,842	12,621
Total.....	3,221,791	923,542	3,135,870	592,086

The traffic receipts of railways in the United Kingdom for the week ending July 9 amounted on 13,913 miles to £904,493, against £869,133 last year, on 13,665 miles, showing an increase of 247 miles, and of £35,366. The receipts for goods' traffic on the 14 principal lines were £395,897, against £371,105, showing an increase of £24,792.

The wool trade continues very firm, and French, German and American buyers are operating extensively at the public sales.

English Market Reports—Per Cable.

The daily closing quotations in the markets of London and Liverpool for the past week have been reported by submarine telegraph, as shown in the following summary:

London Money and Stock Market.—Consols close at an advance of ¼d. over last week's prices. American securities close firm, with prices showing some advance.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Consols for money.....	93½	93¾	93¾	93¾	93¾	93¾
“ account.....	93½	93¾	93¾	93¾	93¾	93¾
U. S. 6s (5-20s, 1862).....	92½	92¾	92¾	92¾	92¾	92¾
“ old, 1865.....	92½	92¾	92¾	92¾	92¾	92¾
“ 1867.....	91½	91¾	91¾	91¾	91¾	91¾
U. S. 10-40s.....	91½	91¾	91¾	91¾	91¾	91¾

The daily closing quotations for United States 6s (1862) at

Frankfort were:

Frankfort.....	96½	96½
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Liverpool Cotton Market.—See special report of cotton.

Liverpool Breadstuffs Market.—Breadstuffs close quiet, prices in most cases showing an advance.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (Western).....	23 6	23 6	24 0	24 0	24 0	24 0
Wheat (No. 2 Mll. Red).....	10 0	10 0	10 1	10 1	10 1	10 1
“ (Red Winter).....	10 0	10 0	11 0	11 0	11 0	11 0
“ (California White).....	11 4	11 4	11 5	11 5	11 5	11 5
Corn (W. m'd.).....	30 9	30 9	31 0	31 0	31 3	31 0
Barley (Canadian).....	4 0	4 0	4 0	4 0	4 0	4 0
Oats (Am. & Can.).....	3 3	3 3	3 3	3 3	3 3	3 3
Peas (Canadian).....	39 0	39 0	39 6	39 6	39 6	39 6

Liverpool Provisions Market.—Prices of Beef, Pork, Lard and Cheese are lower than at this time last week. Bacon, however, remains about the same.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Beef (ex. pr. mess).....	90 0	90 0	89 0	88 0	88 0	87 6
Pork (Etn. pr. mess).....	52 6	52 6	52 6	52 6	51 0	51 0
Bacon, Cumb. cut.....	31 0	31 0	31 0	31 0	31 0	31 0
Lard (American).....	50 0	49 6	49 6	49 3	49 3	49 0
Cheese (fine).....	53 0	52 6	52 6	52 6	52 0	52 0

Liverpool Produce Market.—The market closed quiet, prices of all articles with the exception of fine rosin, showing an advance.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Rosin (com. Wilm.).....	112 6	7 6	8 0	8 0	8 0	8 0
“ (fine pale).....	16 0	16 0	16 0	16 0	16 0	16 0
Petroleum (std white).....	8 1	1 6	1 6	1 6	1 6	1 6
“ (spirits).....	10½	10½	10½	10½	10½	1 0
Tallow (American).....	112 42	0 42	0 43	0 43	0 43	0 43

London Produce and Oil Markets.—Nothing of interest has transpired, prices closing the same as last week.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Lins'd c'ke (obl.).....	10 10	10 10	10 10	10 10	10 10	10 10
Lins'd (Calcutta).....	63 6	63 6	63 6	63 6	63 6	63 6
Sugar (No. 12 Dch std).....	36 6	36 6	36 6	36 6	36 6	36 6
Sperm oil.....	82 0	82 0	82 0	82 0	82 0	82 0
Whale oil.....	36 0	36 0	36 0	36 0	36 0	36 0
Lins'd oil.....	32 15	0 32	10 32	10 32	10 32	10 32

COMMERCIAL AND MISCELLANEOUS NEWS.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show a slight increase in dry goods and a decrease in general merchandise. The total imports amount to \$6,094,317 this week, against \$6,726,295 last week, and \$6,696,248 the previous week. The exports are \$5,273,595 this week, against \$4,440,652 last week, and \$4,903,228 the previous week. The exports of cotton the past week were 1,368 bales, against 619 bales last week. The following are the imports at New York for week ending (for dry goods) July 21, and for the week ending (for general merchandise) July 22.

	1868.	1869.	1870.	1871.
Dry goods.....	\$2,024,639	\$2,187,841	\$1,777,347	\$1,941,029
General merchandise.....	3,813,444	2,940,653	3,679,343	4,153,288
Total for the week.....	\$3,838,083	\$5,128,494	\$5,456,690	\$6,094,317
Previously reported.....	133,640,285	173,463,145	162,328,561	209,301,356

Since Jan. 1..... \$139,478,365 \$173,591,639 \$167,695,251 \$215,995,673

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports, for the week ending July 25:

	1868.	1869.	1870.	1871.
For the week.....	\$2,976,585	\$4,514,557	\$3,806,211	\$5,273,595
Previously reported.....	93,597,001	100,411,558	99,654,347	127,534,376

Since Jan. 1..... \$96,573,586 \$104,966,115 \$103,460,558 \$132,806,971

The following will show the exports of specie from the port of New York for the week ending July 22, 1871:

	1868.	1869.	1870.	1871.
July 18—Str. Vandalia, Paris—	\$27,300			
“ For Bremen—				
“ Foreign silver.....	4,200			
“ For London—				
“ American gold.....	250,000			
“ 19—Str. Minnesota, London—				
“ American gold.....	15,000			
“ 19—Str. Java, Liverpool—				
“ American gold.....	360,000			
“ Silver bars.....	86,491			
“ 20—Str. Missouri, Havana—				
“ Spanish gold.....	95,503			
“ 20—Steamer Frankfurt, Southampton—				
“ American gold.....				
“ Silver bars.....				
Total for the week.....				\$1,479,859
Previously reported.....				48,408,898
Total since Jan. 1, 1871.....				\$49,888,757

	1870.	1869.	1870.	1871.
Same time in.....	\$37,097,185	1867.....	33,774,091	
1869.....	18,212,736	1868.....	49,779,151	
1868.....	57,509,316	1865.....	18,446,175	

The imports of specie at this port during the past week have been as follows:

July 17.—Str. City of Mexico, Vera Cruz Silver.....	\$112,566	July 20.—Str. Columbia, Ha- vana— Silver.....	\$90
Total for the week.....	\$112,566		
Previously reported.....	3,233,500		

Total since January 1, 1871.....	\$3,346,156		
Same time in 1870.....	\$7,317,101	Same time in 1868.....	\$4,008,250
1869.....	9,747,703	1867.....	1,606,975

Boston, Concord and Montreal Railroad.—The earnings of this road for the year ending March 31, 1870 and 1871, were as follows:

From passengers.....	1870. \$179,425	1871. \$194,572
" freight.....	809,845	361,084
" mails.....	10,168	10,198
" express.....	6,250	6,000
" miscellaneous.....	833	639
	\$506,523	\$572,495

Expenditures, viz:		
Maintenance of way.....	\$173,426	\$182,750
" motive power.....	108,429	108,845
Cost of working road.....	108,308	115,505
" management.....	11,964	12,059
Miscellaneous.....	23,683	27,335
	\$425,811	\$446,495
Net balance.....	\$80,691	\$126,000

Balance, March 31, 1870.....	197,020	
Interest received during the year.....	8,611	
In hands of superintendent less than last year.....	1,582	
Total.....	\$333,215	

Appropriated as follows:	
Paid coupons, back coupons, interest on over-due bonds, &c.....	\$68,357
Paid preferred stock dividends.....	48,369
Wood, oil and stock on hand more than last year.....	7,089
Engineer department more than last year.....	14,598
Paid trustees of sinking fund.....	12,500
Paid sundry expenses.....	6,697
Bonds and cash on hand.....	175,632
Total, as above.....	\$333,215

Compared with the previous year, the gross earnings show an increase of \$65,972.13, with an increase in expenses of \$20,663.99—making an increase in the net earnings of \$45,308.14. The report says:

The two dividends for the year on the preferred stock have been declared and paid, and charged in the accounts.

The sinking fund, with its accumulations, and the annual payment of \$12,500, which has been made, now amounts to \$281,000.

The \$350,000 of convertible mortgage bonds that became due the 1st of July last, have been arranged in this way. \$233,700 of them have been extended for five years, by attaching coupons for that time, at same rate of interest.

The holders of the balance declined to do this, and the bonds have been, with the exception of \$3,200, taken up, and held to be arranged as the road may wish.

The suits in equity, White Mountains Railroad (old corporation) and others vs. B. C. and M. Railroad and White Mountains (N. H.) Railroad, have been amicably settled and discharged.

The extension of the White Mountains (N. H.) Railroad was completed and opened to Lancaster in November last, for business, and we have been running passenger and freight trains there regularly since, with an increasing business and a prospect that it will continue to do so.

There has been expended by the corporation for this purpose to this time, about \$433,000, which is not included in the accounts, but will be when the road is completed. This amount is to be repaid to us by stock and bonds of the extension, secured by mortgage on the road, from Littleton to its terminus, wherever it may be when the road is completed.

Of the above amount, \$75,000 has been obtained by the three notes of the B. C. & M. R. Co. of \$25,000 each, which are not included in our accounts.

TRIAL BALANCE, MARCH 31, 1871.	
Construction.....	\$2,850,000
Wood, oil, &c., on hand.....	27,343
Stock, &c., on hand for repairs.....	46,547
1870, bonds on hand.....	800
Trustees of sinking fund.....	176,500
Pemigewasset House.....	16,000
Joseph A. Dodge, Supt.....	23,254
Cash on hand for coupons unpaid.....	879
Cash on hand for dividends unpaid.....	7,839
Sinking fund and mortgage bonds, and cash on hand.....	186,914
	\$3,336,079

Railroads in Iowa.—The Iowa Western Railroad is to be completed to Iowa City, sixty-five miles, by July, 1872, and to Oskaloosa, 125 miles, by the close of that year. Between Clinton and Iowa City the line is distant only ten miles from either the Rock Island or Northwestern track. Clinton, Iowa City and Oskaloosa have all voted a five per cent tax in aid of the road. The Chicago, Dubuque and Minnesota Railroad Company have contracted for 8,000 tons of iron, which will be sufficient to complete the first eighty miles of track. A locomotive is now on the line moving construction trains. The line is graded to the mouth of the Turkey River, 27 miles above Dubuque, where one line will diverge northwesterly up the Turkey River Valley, and the other keeps up the Mississippi. Contracts are let as far as McGregor, and it is intended to complete the river line to Winona, where there will be a river line from St. Paul to Dubuque and Bellevue.

Boston, Hartford and Erie Railroad.—BOSTON, Mass., July 25.—A motion was made in the Supreme Court this morning, Judge Gray on the bench, to admit the new trustees of the Hartford and Erie Railroad as parties to the suit of George Ellis and others under the Berdell mortgage, who are W. T. Hart, George G. Oliphant, and Charles P. Clark. This was opposed by the corporation, and Brooks, counsel for Ellis, was instructed by him to oppose it, and by Matthew Bowles to assent to it. Mr. Brooks stated to the court that he should withdraw for Ellis. After some discussion the judge postponed the hearing until Friday morning, Mr. Ellis being without counsel.

The Executive Council, at a meeting this afternoon, voted to pay \$72,000 towards enabling the trustees of the Boston, Hartford and Erie Railroad to obtain possession of the road. This is in accordance with a plan devised several months since by some of the principal bondholders, and the above amount is two per cent on the bonds of the road now held by the State, the other bondholders contributing their pro rata share in like manner.

—The State of Mississippi has donated \$4,000 bonus per mile for every mile of railroad constructed in that State prior to January 1, 1873.

—The lease of the Jeffersonville, Madison and Indianapolis Railroad to the Pennsylvania Central has not been consummated.

Virginia Bonds.—Messrs. Wilson, Colston & Co., bankers in Baltimore, make the following statement in regard to the various issues of Virginia State bonds:

After the war, Virginia, on January 1, 1866, funded the interest due and unpaid on her debt from July 1, 1861, being five years' 30 per cent into new bonds, commonly called "1866 bonds," and this operation was repeated on January 1, 1867, for the interest due in the previous year, for which "1867 bonds" were given. These 1866 and 1867 bonds carry the interest on the face of them from the 1st of January of the respective years, 33 per cent in the one case and 27 per cent in the other. On July 1, 1867, the State resumed the payment by paying 2 per cent of the 3 per cent due semi-annually, and crediting the 1 per cent to holders on the State books in the case of registered stock, and issuing coupons in the case of coupon bonds. This was maintained until January 1, 1869, since which time no interest has been paid.

The "funding act," past at the last session of the Legislature, after reciting the fact that West Virginia, at its formation, contained one-third of the area and population of the old State, and that in the formation of that State it was provided that West Virginia should take upon herself a just proportion of the debt of the Commonwealth as it existed prior to July 1, 1861, provided for the funding of all the existing bonds and stocks, with all accrued interest, into a new debt, of which two-thirds is issued in new bonds on which the State of Virginia promises to pay interest punctually, and the remaining one-third is issued in a certificate on which interest is deferred until a settlement can be had with West Virginia. These bonds are denominated respectively "Virginia consolidated bonds" and "Virginia deferred certificates"—(quoted 70 and 25).

The prices of the former issues are regulated by the amount of accrued interest carried with each class, as follows: Old coupon bonds, 15 per cent; old registered, none; 1866 bonds, 33 per cent., and 1867 bonds 27 per cent. They are now all about equal in real price except the old coupon bonds, which are about 3 per cent higher in proportion at this time which is generally attributed to the European demand for that particular class.

No provision has been made for the payment of interest on the deferred certificates, but it is understood that whatever interest shall have accumulated when a settlement with West Virginia is made will be included in such bonds as may then be issued.

Book Notices.—*The Railways of Canada, 1870-71.*—A neat volume of some 200 pages has just been published, under the above title, for the purpose of furnishing all the details of complete information in regard to the railways of Canada which Poor's Railroad Manual furnishes of the railroads of the United States. Messrs. J. M. and Edward Trout are the authors, and the volume is issued from the office of the *Monetary and Commercial Times*, No. 60 Church street, Toronto. For all parties interested in the railroads of Canada this book will be of much practical value, and to the general reader there is much of interest in it concerning the history and progress of railroad building in the Dominion. Persons ordering the book would also do well to obtain a specimen copy of the *Monetary and Commercial Times*, a financial organ representing very well the financial interests of Canada.

—507 *Mechanical Movements.*—This is the name of a very convenient and useful little volume by Mr. Henry T. Brown, of the *American Artisan*, describing briefly all the principal mechanical movements, with illustrations and explanations which will be found of great use to the inventor, mechanic, or student of mechanical arts. The descriptions are brief and suited to the reader of ordinary intelligence, and are therefore adapted for popular use, and not alone for the advanced student in mechanical arts.

—*The Federal Government.*—This is the title of a book just published by Messrs. Woolworth, Ainsworth & Co., of 51 John street, N. Y., and 111 State street, Chicago, of which Mr. Ransom H. Gillet is the author. Mr. Gillet was formerly Member of Congress from St. Lawrence County, N. Y., and more recently Register and Solicitor of the U. S. Treasury Department, and after a long acquaintance with the practice of the Courts and routine of business in the Departments of the Federal government, both in professional and official capacities, he has given to the public the benefit of his experience in the volume above named. The organization, history, legal rights and limitations of every department of the United States Government is treated of—and the volume will

find a place in the library of every person who has a copy of the United States Constitution.

—*Honduras; Descriptive, Historical and Statistical*—Is the name of a book by Mr. E. G. Squier, recently published by Trubner & Co., London, and sold by Messrs. Leypoldt, Holt & Williams, 25 Bond street, New York. Honduras is the second in size of the five Republics of Central America, is most varied in resources, and, extending from sea to sea, is the only one possessing good ports both on the Atlantic and Pacific. It derives special interest from the fact that an interoceanic railway is being constructed through its territories, already in part open, and to be finished next year, which it is claimed will effect a saving of eight days in time over that via Panama, as between New York and San Francisco.

—Messrs. Winslow, Lanier & Co., are offering for sale the bonds of the Grand Rapids and Indiana Railroad, as may be seen by their advertisement on another page. These bonds bear 7 per cent gold interest, and are secured by a first mortgage on the road which will extend from Fort Wayne, Indiana, to Little Traverse Bay, on Lake Michigan, a distance of 320 miles, and on a land grant of 1,160,000 acres of valuable lumber lands in Michigan. The bonds are coupon, or registered, and are free of Government tax.

BANKING AND FINANCIAL.

JULY INVESTMENTS.

JAY COOKE & Co. are now selling the First Mortgage 7-30 Gold Bonds of the Northern Pacific Railroad Company, bearing Seven and Three-Tenths per cent. gold interest (more than 8 per cent currency), and secured by first and only mortgage on the entire Road and equipments, and on more than 23,000 Acres of Land to every mile of track, or 500 Acres of Land to each \$1,000 Bond. The highest current price will be paid for U. S. Five Twenties, and all other marketable securities received in exchange. Pamphlets, maps and full information will be furnished on application by JAY COOKE & Co., Philadelphia, New York and Washington, and by most Banks and Bankers throughout the country.

HARVEY FISK.

A. S. HATCH.

OFFICE OF FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT SECURITIES,
No. 5 NASSAU STREET, NEW YORK, July 24, 1871.

To persons DESIRING TO INVEST MONEY or TO FUND THEIR FIFTY-TWENTIES, we offer and recommend, with the fullest confidence, the FIRST MORTGAGE GOLD BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY, as an ENTIRELY SAFE AND RELIABLE INVESTMENT.

The great value of the property now existing, in completed road in successful operation, renders the security ample, and INDEPENDENT OF FUTURE CONTINGENCIES.

THE TRAFFIC awaiting the extension of the Road to the Ohio River as a great East and West Trunk Line, now in progress and rapidly approaching completion, WILL BE IMMENSE AND PROFITABLE.

The experienced, prudent and honorable management for which the Company is distinguished, and the well-known character of its officers and directors, are a sufficient guarantee of good faith, and insure for their securities a high credit and standing in the market, which must render them always popular and salable.

The exchange of Five-Twenties for these Bonds may now be made with a profit of about 20 per cent, and a continuance of 6 per cent, gold interest.

Price 92 and accrued interest from May 1. The Bonds are in denominations of \$1,000, \$500, and \$100.

FISK & HATCH.

TANNER & CO.,

BANKERS,

11 WALL ST., NEW YORK,

Buy and sell, at current market rates, the FIRST MORTGAGE EIGHT (8) PER CENT. GOLD BONDS of the ST. JOSEPH AND DENVER CITY RAILROAD CO.

Interest payable August and February, in New York, London or Frankfort-on-the-Main, free of U. S. Taxes.

TANNER & CO.,

No. 11 WALL STREET

THE FIRST MORTGAGE BONDS OF THE NEW ORLEANS, MOBILE AND TEXAS RAILROAD COMPANY, bear 8 per cent. currency, or 7 per cent. gold interest; have forty-five years to run; are in the denomination of \$1,000 or £200 each; are limited in amount to \$12,500 per mile, and are based upon the Louisiana Division, of the great trunk line, from Mobile through New Orleans to Houston, of which line two-thirds is already built. These bonds are offered for the present at 90, and accrued interest from July 1.

The advantages of these bonds for

SAFE AND PROFITABLE INVESTMENT

are manifest upon examination. No railroad bond is better secured, while holders of Governments will find a decided profit in selling at the present high prices, and reinvesting in these bonds, which cost less, but pay much larger interest.

The fullest information given on application. W. B. SHATTUCK, Banker and Financial Agent, N. O., M. & T. R. R. Co., No. 23 Nassau Street, New York.

BANKING HOUSE OF HENRY CLEWS & Co.,
32 Wall street, N. Y.

Letters of Credit for travelers; also, commercial credits issued through Messrs. Clews, Habicht & Co., London, and their correspondents, available throughout the world.

Bills of Exchange on the Imperial Bank of London, National Bank of Scotland, Provincial Bank of Ireland and all their branches.

Drafts and Telegraphic Transfers on Europe, San Francisco the West Indies, and all parts of the United States.

Deposit accounts received in either Currency or Coin, subject to check at sight; 5 per cent interest allowed on all daily balances. Certificates of Deposit issued; Notes, Drafts and Coupons collected; advances made on approved collaterals and against merchandise consigned to our care.

Orders executed for Investment Securities and Railroad Iron.

The Bankers' Gazette.

DIVIDENDS.

The following Dividends have been declared during the past week:

COMPANY.	PER CENT.	WHEN PA'ABLE.	BOOKS CLOSED.
Railroads.			
Camden & Amboy.....	3	Aug. 5	
Philadelphia & Trenton.....	3	Aug. 5	
Rutland.....	3½	Aug. 1	
Summit Branch.....	3	Aug. 15	
New Jersey Railroad & Transportation....	3	Aug. 5	July 21 to Aug. 7.
Banks.			
Corn Exchange.....	5	Aug. 1	July 26 to Aug. 1.
Insurance.			
Westchester Fire.....	3½	Aug. 1	
Miscellaneous.			
Kemble Coal & Iron Co.....	4	Aug. 1	July 25 to Aug. 1.
Delaware & Raritan Canal.....	8	Aug. 5	July 21 to Aug. 7.

FRIDAY EVENING, July 28, 1871.

The Money Market.—The rates for money on call loans have continued quite as easy during the past week as at any previous time, and the only evidence of any hardening tendency in the market is found in the greater reluctance on the part of lenders to enter into time engagements. It is now near the first of August when the demand for money to move the grain and other crops is expected to commence, so that our banks and other principal lenders naturally anticipate that the excessive deposits will soon be drawn down, and the demand for money on call be so much increased as to enable them to obtain fair rates of interest.

The last statement of the city banks, July 22d, was quite favorable, and showed several changes from the previous week, which seemed to indicate a turn in the tide of bank affairs. Loans were \$1,273,509 lower, and deposits also decreased \$1,797,231, while legal tenders had increased \$1,844,794, and specie decreased \$1,616,298. The statement, altogether, was very favorable and showed a net decrease in the excess over legal reserve of \$680,252, the whole excess being \$19,035,095.

The following statement shows the present condition of the associated banks, compared with the same date in the last two years:

	July 22, 1871.	July 23, 1870.	July 24, 1869.
Loans and discounts.....	\$30,063,724	\$28,090,738	\$29,641,889
Specie.....	18,141,987	34,338,612	30,079,424
Circulation.....	30,371,186	32,939,337	34,110,758
Net deposits.....	255,735,063	233,965,513	193,622,280
Legal tenders.....	72,419,670	53,973,711	54,271,862

The market for commercial paper has been rather more active than last week, when the business was slightly checked by the firmness of lenders; with the continued ease in call loans, however, purchasers are again active in their inquiries for first-class short date paper and considerable amounts of this kind from 30 to 60 days have been negotiated at 4½ to 5½ per cent. On longer date paper rates are higher, ranging from 5½ to 7 per cent.

Commercial, first class endorsed.....	60 days.	per cent.
" " ".....	4 months.	1 1/2 @ 5 1/2
" " ".....	6 months.	5 1/2 @ 7
" " ".....	60 days.	6 @ 7
" " ".....	4 to 6 months.	7 @ 9
Bankers', first class foreign.....	60 days.	4 1/2 @ 5
domestic.....	3 to 4 months.	5 @ 6 1/2

United States Bonds.—Government securities have been very firm on a moderate business; prices in London continue to be well maintained, and this fact, together with the small stock of governments available for market purposes, are now the chief sources of strength. At the Treasury purchases on Wednesday \$1,000,000 Five-Twenties were accepted between 112.10 and 112.23, the total offerings amounting to \$2,608,800. It was anticipated by many that the Secretary would accept more than \$1,000,000 in order to fill up the deficiency of the previous week, when the purchase was only \$385,600, but in this they were disappointed. The determination of Mr. Boutwell not to buy bonds above par in gold does not seem to have affected prices materially, either here or in London. In regard to the negotiation for placing the new five per cent bonds in a foreign market nothing further has been heard; but the possibility of success in this transaction must be greatly increased by the firmer prices of the old five per cents, (10-40s,) which have sold up to 92 in London, equal to about 113.55 in this market, including accrued interest from March 1. As to the expenses already incurred in placing the loan, telegrams from Washington state that the total expense up to June 30th, not including the cost of paper or of the work of engraving and printing in the Bureau at Washington, was \$314,568; of this sum \$11,380 was paid for advertising in Europe, \$114,316 for advertising in the United States. The commissions to banks and bankers, included in the above sum, are \$171,180.

The following were the highest and lowest prices of leading government securities at the Board on each day of the past week:

	Saturday, July 22	Sunday, July 23	Tuesday July 25	Wednesday July 26	Thursday, July 27	Friday, July 28
50¢, 1981 comp.	115¢	116¢	115¢	116¢	116¢	116¢
50¢, 1982 comp.	115¢	116¢	115¢	116¢	116¢	116¢
50¢, 1984	113¢	113¢	113¢	114¢	114¢	113¢
50¢, 1985	113¢	113¢	113¢	113¢	113¢	113¢
50¢, 1986	113¢	113¢	113¢	113¢	113¢	113¢
50¢, 1987	112¢	112¢	112¢	112¢	112¢	112¢
50¢, 1988	112¢	113¢	113¢	113¢	113¢	113¢
50¢, 1989	113¢	113¢	113¢	113¢	113¢	113¢
Currency 50¢	113¢	113¢	113¢	113¢	113¢	113¢

* This is the price bid and asked, no sale was made at the Board.

State and Railroad Bonds.—During most of the week State bonds have been without features of special interest, on a moderate business. Tennessees have been firm, and Missouri firm until to-day, when they broke suddenly to 95, a decline of 4 per cent. North Carolina old and South Carolina new bonds, January and July, have been weak.

The Committee on Securities of the Stock Exchange have recommended the following order in regard to the indorsed bonds of the State of Alabama, which has been concurred in :

This Committee commend that the bonds of the State of Alabama, dated April 1, 1870, payable January 1, 1900, to bearer, in gold coin, in New York, bearing interest at 8 per cent per annum. Coupons payable 1st January and 1st July in gold coin, in New York. Numbered 1 to 2,000 inclusive, each for \$1,000, issued to the Alabama and Chattanooga Railroad Company, under an act approved February 11, 1870, be placed upon the regular list and called Alabama 8s, Gold Bonds, issued to Alabama and Chattanooga Railroad Company. The bonds of the State of Alabama, numbered 1 to 2,000, which were issued to the Alabama and Chattanooga Railroad Company, and known as Alabama 8s, Railroad Bonds, be designated by the title of the bonds to which they were issued, and that hereafter they be called Alabama 8s, issued to Montgomery and Eufaula Railroad Company.

Railroad bonds are steady and in good demand from investors ; a large number of new loans are now offering in this market, many of them at prices which make the bonds pay a high rate of interest. Any of these may be purchased on orders to bankers and brokers in this city at just as favorable rates as they can be obtained from the various agents who advertise them, and the advice of a responsible broker in regard to such purchases is almost indispensable to parties who have not the facilities for informing themselves fully by personal inquiries.

The following are the highest and lowest prices of the most active State Bonds at the Board on each day of the week:

	Saturday, July 22.	Monday, July 21.	Tuesday, July 25.	Wednesday, July 26.	Thursday, July 27.	Friday, July 28.
% Tenn., old...	72	72½	72	72	72½	72½
% Tenn., new...	72½	72	72	72½	72½	72½
% N. C., old...	72	72	72	72	72½	72½
% N. C., new...	72½	72	72	72½	72½	72½
% Virg., old...	72	72	72	72	72½	72½
% Virg., new...	72½	72	72	72½	72½	72½
% Missour...	72	72	72	72	72½	72½
% Un. Pres. 1st...	72	72	72	72	72½	72½
% F. L. A. Co...	72	72	72	72	72½	72½
% U. S. Inco...	72	72	72	72	72½	72½
% Cent. Pac. Gold...	72	72	72	72	72½	72½

* This is the price bid and asked, no sale was made at the Board.

Railroad and Miscellaneous Stocks.—The stock market has been exceedingly dull, and the interest generally limited to a few specialties. The great feature of the week was the meeting of Lake Shore stockholders at Cleveland on Thursday, when they passed a vote by a large majority in favor of increasing the capital stock from \$35,000,000 to \$50,000,000. The amount of cash to be called up from the stockholders on the distribution of this new stock was not determined at the meeting, but was left to the discretion of the executive committee in New-York, consisting of a few gentlemen well known here as the leading operators in the stock. As this action leaves the ultimate effect upon the stock uncertain, the price has not been materially influenced. The increase is claimed to be for the purpose of double tracking and improving the road, though it is evident that a very much smaller amount of stock sold for its value in the open market would furnish ample means for that purpose.

Outside of the Lake Shore stock there has been little of interest as might be expected at the present mid-summer period. The general market was firmer to-day than previously, and closing prices are in many cases near the highest point.

The following were the highest and lowest prices of the active list of railroad and miscellaneous stocks on each day of the last week :

	Saturday,	Monday,	Tuesday,	Wednesday,	Thursday,	Friday
N.Y. Cent.&H.R.	96 95 91	95 95 91	95 95 91	95 95 91	95 95 91	95 95 91
do do scrip	90 91 91	91 91 91	91 91 91	91 91 91	91 91 91	91 91 91
Reading.....	127 125 128	126 125 128	127 126 128	127 126 128	127 126 128	127 126 128
Erie.....	125 125 125	125 125 125	125 125 125	125 125 125	125 125 125	125 125 125
Hartford.....	110 111 110	111 111 111	111 111 111	111 111 111	111 111 111	111 111 111
Lake Shore.....	107 107 108	107 108 107	108 107 108	108 107 108	108 107 108	108 107 108
Wabash.....	57 57 58	58 58 58	58 58 58	58 58 58	58 58 58	58 58 58
Chicago & N.W.	99 99 99	99 99 99	99 99 99	99 99 99	99 99 99	99 99 99
Northwestern.....	65 65 66	66 66 66	66 66 66	66 66 66	66 66 66	66 66 66
do do pref.	87 88 88	88 89 89	89 89 89	89 89 89	89 89 89	89 89 89
Rock Island.....	106 106 107	106 107 107	107 106 107	107 106 107	107 106 107	107 106 107
Fort W. & G.	57 57 57	57 57 57	57 57 57	57 57 57	57 57 57	57 57 57
St. Paul.....	79 79 79	79 79 79	80 80 80	79 80 80	80 80 80	80 80 80
do do pref.	43 43 43	43 43 43	44 43 43	43 44 44	44 44 44	44 44 44
Ohio, Miss. & Ala.	106 106 106	106 106 106	106 106 106	106 106 106	106 106 106	106 106 106
Chic. & Alton.....	121 121 121	121 121 121	122 122 122	122 122 122	122 122 122	122 122 122
do do pref.	123 123 123	123 123 123	123 123 123	123 123 123	123 123 123	123 123 123
Panama.....	51 51 51	51 51 51	51 51 51	51 51 51	51 51 51	51 51 51
St. J. & C. & E.	86 86 86	86 86 86	87 87 87	87 87 87	87 87 87	87 87 87
Col. Chic. & I. C.	19 19 19	19 19 19	19 19 19	19 19 19	19 19 19	19 19 19
Del. & Lack. & W.	108 108 108	109 109 109	109 109 109	109 109 109	109 109 109	109 109 109
Hann. St. Jos. pref.	69 70 70	70 70 70	70 70 70	70 70 70	70 70 70	70 70 70
do do scrip	39 39 39	39 39 39	39 39 39	39 39 39	39 39 39	39 39 39
Illinois Cent'l.....	130 130 130	130 130 130	131 131 131	131 131 131	131 131 131	131 131 131
Mich. Central.....	120 120 120	120 120 120	120 120 120	120 120 120	120 120 120	120 120 120
Morris & Essex.....	21 21 21	21 21 21	21 21 21	21 21 21	21 21 21	21 21 21
St. Louis & Erie.....	26 26 26	26 26 26	26 26 26	26 26 26	26 26 26	26 26 26
Union Pacific.....	26 26 26	27 27 27	27 27 27	27 27 27	27 27 27	27 27 27
West. Un. Tel. Tel.	55 55 55	56 56 56	56 56 56	56 56 56	56 56 56	56 56 56
Mariposa pref.	71 71 71	71 71 71	71 71 71	71 71 71	71 71 71	71 71 71
St. Paul & N.W.	93 93 93	93 93 93	93 93 93	93 93 93	93 93 93	93 93 93
Pacific Mail.....	43 43 43	43 43 43	44 44 44	44 44 44	44 44 44	44 44 44
Adams Express.....	80 81 81	81 81 81	81 81 81	81 81 81	81 81 81	81 81 81
Am. Merch. Un. Tel. & T.	53 53 53	53 53 53	53 53 53	53 53 53	53 53 53	53 53 53
Wells, Fargo & Co.	16 16 16	17 17 17	17 17 17	17 17 17	17 17 17	17 17 17

* This is the price bid and asked, no sale was made at the Board.

The Gold Market.—The only feature of much interest in the gold market has been the pressure on borrowers of cash gold, who have at times been compelled to pay as high as 1-64 per cent per day for its use. The parties operating in gold seem to have directed their efforts more to this end—of obtaining high interest on loans—than toward pushing up the premium. The export of specie has fallen off, and will not probably exceed \$1,000,000 this week, of which not more than one-half will be gold coin. On Thursday the Treasury sold \$1,000,000, the total bids amounting to \$1,245,000. Customs receipts of the week have been \$3,006,000. On gold loans the rates to-day were "flat" and 1-64, and 1, 2, 3, and 4 per cent for borrowing.

The following tables will show the course of the gold premium each day of the past week :

	Quotations.					Total	Balances.	
	Open- ing.	Low.	High.	Close- ing.	Clearings.		Receiv- able.	Payable.
Saturday, July 21.....	111 1/2	111 1/2	112 1/2	112 1/2	\$5,717,000	\$1,028,546	\$1,028,546	
Sunday, " 22.....	111 1/2	111 1/2	112 1/2	112 1/2	88,585.00	1,095,572	2,889,714	
Tuesday, " 25.....	112 1/2	112 1/2	112 1/2	112 1/2	30,041,000	1,080,812	1,647,422	
Wed'day, " 26.....	112 1/2	112 1/2	112 1/2	112 1/2	30,425,000	1,205,739	1,908,648	
Thursday, " 27.....	112 1/2	112 1/2	112 1/2	112 1/2	30,017,000	1,321,000	1,487,825	
Friday, " 28.....	112 1/2	112 1/2	112 1/2	112 1/2	32,134,000	1,639,400	1,844,214	
Current week.....	112 1/2	112 1/2	112 1/2	112 1/2	185,674,070	1,629,400	1,844,214	
Previous week.....	112 1/2	112 1/2	112 1/2	112 1/2	174,568,000	1,222,657	1,377,515	
Jan. 1, 1871, to date.....	110 1/2	110 1/2	113 1/2	113 1/2	.....	.....	.....

The following are the quotations in gold for foreign and American coin:

American gold (old ounce)		American silver (old ounce)			
	d. c. premium.		d. c. premium.		
Sovereigns	\$1.90	81 94	Dimes and half dimes	96	@ 97
Napoleons	7 80	81 94	Five francs	96	@ 97
German 5 thalers	7 80	7 95	Francs	19	@ 19 1/4
Prussian 4 thalers	8 00	8 15	English silver	4 80	@ 4 83
German Kronen	8 00	8 15	Spanish thalers	1 04	@ 1 06
Spanish doubloons	16 13	16 35	Specie thalers	1 04	@ 1 06
Patriot doubloons	15 50	15 71	Mexican dollars	1 03	@ 1 04 1/4
			Spanish dollars	83	@ 83 1/2 premium.
			Spanish American dollars	83	@ 83 1/2 premium.

Foreign Exchange.—Foreign Exchange has been decidedly weak, and declined in the week about $\frac{3}{4}$ per cent on prime sterling bills. The chief causes of this weakness are found in the larger supply of bond bills, arising from the shipment of governments, and from the transactions of a leading house in drawing against the New York City loan, negotiated by their correspondents abroad. The precise amount which has been, and is to be drawn on the latter account is not known, but it is understood that £300,000 of exchange was sold on one day this week. Another cause for the weakness in exchange is said to be the considerable amount of bills borrowed and immediately sold for gold, the latter being held off the market by speculators, with a view to making cash gold scarce, and under the idea that when the exchange is to be returned, in a month or two, bills can be bought lower. Cotton shipments have been 5,314 bales, against 9,613 bales in the same week last year.

Quotations are as follows:

	60 days.	3 days.
London prime bankers.....	109% @ 110	110% @ 110½
Good banks — commercial	108% @ 108½	110% @ 110½
Paris (bankers)	109% @ 109½	109% @ 110
Amberg	5.17½ @ 5.18	5.15 @ 5.13
Swiss	2.15 @ 2.16	— @ —
Amsterdam	40¼ @ 41	41¼ @ 41½
Burg	36¾ @ 36½	36% @ 36½
Frankfort	41¼ @ 41½	41½ @ 41¾
Bremen	72½ @ 73	72½ @ 73
Hamburg	72½ @ 73	72½ @ 73

The transactions for the week at the Custom House and Sub-Treasury have been as follows :

	Custom House Receipts.	Sub-Treasury.			
		Receipts.		Payments.	
		Gold.	Currency.	Gold.	Currency.
Saturday, July 22.....	\$387,000	\$662,115.45	\$424,140.09	\$1,301,787.11	\$882,729.64
Monday, " 24.....	472,000	1,127,069.56	876,596.56	439,172.25	396,270.49
Tuesday, " 25.....	574,000	659,878.80	590,165.00	585,466.85	385,466.85
Wednesday, " 26.....	484,000	819,774.30	366,668.95	137,464.10	2,396.96
Thursday, " 27.....	558,000	591,582.82	258,299.52	1,388,983.13	1,435,126.11
Friday, " 28.....	512,000	649,581.61	1,244,729.92	1,267,987.93	342,428.63
Total	\$3,006,000	\$4,189,779.62	\$3,976,801.83	\$3,430,462.15	\$3,688,969.50
Balance, July 21.....	5,292,313.93	5,665,897.37			
Balance, July 28.....	\$80,042.16	\$80,042.16	\$5,999,729.40		

NEW YORK CITY BANKS.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on July 23, 1871:

	Capital	Loans	Specie	Legal	Net	Legal
BANKS.						
New York	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Manhattan	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Mechanics	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
Union	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
America	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Phoenix	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
City	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Traders	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Fulton	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Chemical	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Merchants' Exchange	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Gallatin National	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Butchers	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Mechanics and Traders	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Greenwich	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Leather	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Seventh Ward	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
State of New York	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
American Exchange	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Commerce	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Broadway	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Ocean	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Mercantile	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Pacific	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Republic	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Chatham	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
People's	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
North American	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Hanover	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Irving	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Metropolitan	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Citizens	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Nassau	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Market	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
St. Nicholas	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Shoe and Leather	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Corn Exchange	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Continental	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Commonwealth	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Union	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Marine	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Atlantic	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Importers and Traders	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Park	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Mechanics' Banking Ass.	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Grocers	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
North River	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
East River	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Manufacturers & Mer.	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Fourth National	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Central National	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Second National	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Ninth National	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
First National	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Third National	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
New York N. Exchange	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Tenth National	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Bowery National	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
New York County	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
German American	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Bull & Head	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Stayessant	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Eleventh National	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Eighth National	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
American National	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Germania	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Manufacturers & Builders	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000

Totals.—\$1,000,000 Capital, \$1,000,000 Loans, \$1,000,000 Specie, \$1,000,000 Legal, \$1,000,000 Net, \$1,000,000 Legal.

The deviations from the returns of previous week are as follows:
 Loans.....Dec. \$1,273,500 (Net Deposits).....Dec. \$1,797,231
 Specie.....Dec. \$1,616,283 (Legal Tenders).....Dec. \$1,844,794
 Circulation.....Dec. 9,775

The following are the totals for a series of weeks past:

Date	Loans	Specie	Circulation	Deposits	Legal	Aggregate
June 24.....	285,729,645	1,015,216	30,560,801	243,521,513	71,361,168	687,887,388
July 1.....	286,287,369	1,016,341	30,494,457	244,308,693	71,332,328	688,453,188
July 8.....	294,075,577	1,015,474	30,411,772	251,807,558	69,976,825	688,281,008
July 15.....	301,342,233	1,015,280	30,380,961	257,592,294	70,574,876	691,687,337
July 22.....	301,068,724	1,015,472	30,380,961	257,592,294	70,574,876	691,687,337

PHILADELPHIA BANKS.—The following is the average condition of the Philadelphia National Banks for the week preceding Monday, July 24, 1871:

	Capital	Loans	Specie	Legal	Net	Legal
BANKS.						
Philadelphia	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
North American	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Farmers and Merchants	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Commercial	800,000	2,469,000	3,371	350,000	1,281,000	467,750
Mechanics	800,000	2,469,000	3,371	350,000	1,281,000	467,750
Bank N. Liberties	500,000	2,469,000	3,371	350,000	1,281,000	467,750
Southwest	200,000	1,034,000	1,034	100,000	517,000	171,000
Kensington	250,000	1,034,000	1,034	100,000	517,000	171,000
Penn.	500,000	1,034,000	1,034	100,000	517,000	171,000
Wes. & A.	400,000	1,034,000	1,034	100,000	517,000	171,000
Manufacturers	1,000,000	1,034,000	1,034	100,000	517,000	171,000
Bank of Commerce	250,000	806,239	4,773	244,050	353,013	211,885
Girard	1,000,000	3,655,000	32,000	873,000	2,778,000	593,000
Traders	1,000,000	1,282,775	9,179	361,263	1,142,900	181,000
Consolidation	300,000	1,138,904	1,139	100,000	517,000	171,000
City	400,000	1,282,775	9,179	361,263	1,142,900	181,000
Commonwealth	300,000	955,692	956	229,759	729,627	20,560
Corn Exchange	500,000	1,034,000	1,034	100,000	517,000	171,000
Union	300,000	1,417,000	5,000	511,000	1,556,000	450,000
First	1,000,000	3,821,000	22,000	966,000	3,437,000	738,000
Third	300,000	1,068,251	1,068	357,000	1,067,000	262,844
Fourth	200,000	885,000	885	272,000	1,115,632	179,000
Sixth	150,000	540,000	540	170,000	620,000	135,000
Seventh	250,000	1,006,000	2,000	236,000	967,000	219,335
Eleventh	275,000	1,034,000	1,034	183,000	257,000	238,000
Central	720,000	3,033,000	4,800	438,000	2,595,000	577,000
Bank of Republic	1,000,000	2,227,000	2,227	185,000	1,676,000	800,000
Security	249,000	479,000	479	141,000	273,000	180,000

Totals.—\$16,484,000 Capital, \$57,000,000 Loans, \$246,310 Specie, \$13,193,939 Legal, \$44,461,812 Net, \$11,236,405 Legal.

The deviations from last week's returns are as follows:
 Capital.....Increase. 1,000
 Loans.....Decrease. 245,568
 Specie.....Decrease. 31,827
 Legal Tenders.....Decrease 721,771
 Deposits.....Increase 1,220

The annexed statement shows the condition of the Philadelphia Banks for a series of weeks:

Date	Loans	Specie	Legal	Deposits	Circulation
June 18.....	57,739,966	139,271	14,711,695	46,070,481	11,178,437
June 25.....	57,739,966	139,271	14,711,695	46,070,481	11,178,437
July 2.....	58,130,492	233,883	14,802,972	47,439,791	11,170,226
July 9.....	57,156,067	284,102	14,070,929	45,569,631	11,220,553
July 16.....	57,281,908	1,341,849	14,070,929	45,569,631	11,220,553
July 23.....	57,003,070	246,310	12,193,939	45,135,683	11,235,187

BOSTON BANKS.—Below we give a statement of the Boston National Banks, as returned to the Clearing House, on Monday July 24, 1871:

	Capital	Loans	Specie	L.T. Notes	Deposits	Circulation
BANKS.						
Atlantic	\$750,000	\$1,584,964	\$3,774	\$191,142	\$499,795	\$484,935
Atlas	1,000,000	2,297,738	4,946	194,020	666,647	792,837
Blackstone	1,000,000	3,587,234	26,746	315,858	1,309,650	782,913
Boston	1,000,000	1,341,849	1,342	170,137	251,480	382,474
Boylston	500,000	1,584,962	65,135	141,986	742,924	446,772
Broadway	200,000	520,574	521	55,002	333,765	174,250

Columbian	1,000,000	2,275,569	47,915	516,667	788,647	778,444
Continental	1,000,000	1,962,323	1,962	159,477	738,383	560,000
Eliot	1,000,000	2,985,856	110,091	370,235	1,169,698	800,000
Everett	200,000	782,581	2,251	42,714	545,258	177,589
Faneuil Hall	1,000,000	2,175,536	84,005	180,500	1,170,884	541,407
Freeman's	1,000,000	2,000,000	1,929	212,000	750,000	536,971
Globe	1,000,000	2,661,140	50,000	212,000	1,839,580	864,520
Hamilton	750,000	1,906,080	28,546	142,413	1,256,734	240,532
Howard	1,000,000	1,962,100	1,503	165,714	755,432	486,880
Market	800,000	2,000,000	2,000	137,634	750,000	512,366
Massachusetts	800,000	2,000,684	79,308	137,634	1,165,018	401,122
Maverick	400,000	977,147	12,295	70,688	315,748	243,211
Merchants'	800,000	2,655,259	50,246	76,743	4,432,507	1,572,405
Mount Vernon	200,000	782,581	2,251	42,714	545,258	177,589
New England	1,000,000	2,788,110	82,190	389,457	7,269,789	778,479
North	1,000,000	2,366,999	83,872	172,167	779,240	719,708
Old Boston	900,000	2,068,552	140,541	303,951	1,732,711	849,857
Shawmut	1,000,000	2,000,000	1,929	212,000	750,000	536,971
Shoe & Leather	1,000,000	3,271,667	42,238	288,230	1,064,267	451,712
State	2,000,000	4,087,060	41,294	332,643	994,075	991,082
Suffolk	1,500,000	3,842,726	58,633	232,080	991,765	711,312
Taddei's	1,000,000	2,000,000	1,929	212,000	750,000	536,971
Tremont	2,000,000	3,115,837	216,738	434,782	908,150	618,994
Washington	750,000	1,837,097	15,009	120,000	699,450	591,680
First	1,000,000	4,154,384	13,999	51,875	1,234,214	796,000
Second (Granite)	1,000,000	4,600,000	10,000	878,000	2,574,000	1,026,000
Third	800,000	1,822,427	109,532	65,550	1,211,605	174,435
Bank of Commerce	2,000,000	4,836,691	11,447	1,009,767	1,567,998	798,752
Bank of N. America	1,000,000	1,945,240	6,546	326,013	552,512	365,321
Bank of Redemption	1,000,000	2,000,000	1,929	212,000	750,000	536,971
Bank of Republic	1,500,000	3,044,661	21,673	206,687	955,226	795,300
City	1,000,000	1,783,288	20,557	152,973	617,180	442,275
Engle	1,000,000	1,924,204	9,696	154,921	714,804	364,640
Exchange Building	1,000,000	2,000,000	117,194	1,000,000	1,250,000	1,250,000
Hide & Leather	1,500,000	3,273,913	4,828	280,981	945,110	778,161
Revere	2,000,000	4,412,010	54,721	640,993	1,869,908	551,000
"Security"	200,000	719,916	54,721	32,000	163,526	163,526
Union	1,000,000	2,000,000	2,439,738	261,425	1,234,410	534,300
Webster	1,500,000	3,197,627	49,927	523,165	2,569,608	489,564
Commonwealth	500,000	1,084,270	67,677	35,666	624,215	179,143
Total		\$48,090,000	\$19,641,305	\$2,359,295	\$12,342,300	\$48,886,266
						\$25,130,154

GENERAL QUOTATIONS OF STOCKS AND BONDS.

The Active Stocks and Bonds given on a Previous Page are not Repeated here. Quotations are made of the Per Cent Value, Whatever the Par may be. Southern Securities are Quoted in a Separate List.

STOCKS AND SECURITIES.	Bid.	Ask.	STOCKS AND SECURITIES.	Bid.	Ask.	STOCKS AND SECURITIES.	Bid.	Ask.	STOCKS AND SECURITIES.	Bid.	Ask.
NEW YORK. (U. S. Bonds are quoted ante.)											
State Bonds.											
Tennessee 65, old.	72 1/2	73 1/2	Cleve. & Tol. Sinking Fund.	100%	100%	Ware River, 75, gold.	90	90	Phila. & Erie, 1st M. (gold) 6, 7 1/2	88	88 1/2
do do new bonds.	72 1/2	73 1/2	Chic. & Alton Sinking Fund.	100%	101 1/2	Walkill Valley 1st M., gold, 75	90	90	do 1st M. (cur.) 6, 7 1/2	88	88 1/2
Virginia 65, old.	65	65 1/2	do do 1st Mortgage.	102 1/2	103 1/2	West Wisconsin, 75, gold	90	90	Sunbury & Erie 75.	90	90 1/2
do do new bonds.	72 1/2	73 1/2	Ohio & Miss., 1st Mortgage.	99	100				Phila. & Sunbury, 1872.	98	98
do do registered old.	72 1/2	73 1/2	do do do Income.	92 1/2	93	Railroad Stocks.			West. & Phila. 1st M., conv. 7	90	90
do do do 1867.	72 1/2	73 1/2	Consolidated.	92 1/2	93	(Not previously quoted.)			do do 2d M., 6, 1878.	90	90
do do do 1866.	72 1/2	73 1/2	Dub. & Sioux C. 1st Mort.	93 1/2	94	Atlantic & Pacific, pref.	20	20 1/2	West Jersey, 6, 1883.	90	90
do do do consol. bonds.	72 1/2	73 1/2	Peninsula RR Bonds.	94 1/2	95	Chicago & Alton.	123 1/2	124	Whiting & Read, 1st M., 6, 1880	90	90
do do do deferred do.	72 1/2	73 1/2	St. L. & Iron Mountain 1st M.	90	90 1/2	do do do preferred.	123 1/2	124	Chesa. & Delaw. 1st M., 6, 1880	90	90
Georgia 65.	83	84	do do do 73-10.	90	90 1/2	Chic. & Bur. & Quincy.	123 1/2	124	Delaware Div., 1st M., 6, 1880	90	90
do 75, new bonds.	83 1/2	84 1/2	do do do I. & M. d.	90	90 1/2	Clev. Col. Cln. & Ind. Central.	123 1/2	124	Lehigh Navigation, 6, 75.	90	90
do 75, Gold.	83 1/2	84 1/2	Marietta & Cln. 1st Mort.	95	95 1/2	Dub. & Sioux City.	123 1/2	124	do Loan of 1897, 6, 97	90	90
North Carolina 65, old.	42	42 1/2	do do do 73-10.	95	95 1/2	Long Island.	123 1/2	124	do Gold Loan of 97, 6, 97	90	90
do do Funding Act, 1866.	42	42 1/2	Joliet & Chicago, 1st Mort.	95	95 1/2	Marietta & Cln. 1st preferred	123 1/2	124	do Convert. of 1877, 6, 97	90	90
do do 1866.	42	42 1/2	Chic. & Gt. Eastern, 1st Mort.	95	95 1/2	do do 2d pref.	123 1/2	124	do Boat Loan, S. F. 7, 88	90	90
do do new bonds.	42	42 1/2	Col. Chic. & Ind., 1st Mort.	95	95 1/2	Morris & Essex.	123 1/2	124	Schuylkill Nav., 1st M., 6, 1872	90	90
do do Special Tax.	19	20	Tol. Peoria & Warsaw, E. D.	88 1/2	89	New Jersey.	123 1/2	124	do do 2d M., 6, 1882.	90	90
South Carolina 65.	55	55 1/2	do do do W. D.	88 1/2	89	New York & Harlem, pref.	123 1/2	124	do do Improv. 6, 1870.	90	90
do do do April & Oct.	55	55 1/2	New York & N. Haven 2d M.	77 1/2	78	do do do scrip.	123 1/2	124	Camden & Amboy stock.	127	127
Missouri 65.	55	55 1/2	Boston H. & Erie guaranteed	84	84 1/2	N. Y. Prov. & Bos. (Stonington)	123 1/2	124	Catawissa stock.	127	127
Louisiana 65.	55	55 1/2	Cedar Falls & Minn., 1st M.	84	84 1/2	Norwich & Worcester.	123 1/2	124	do preferred stock.	127	127
do do new bonds.	55	55 1/2	Detroit, Monroe & Tol. Bonds.	84	84 1/2	Ohio & Mississippi, preferred.	123 1/2	124	Elmira & Williamsport pref.	127	127
do do new floating debt.	55	55 1/2	Lake Shore Div. bonds.	84	84 1/2	Rensselaer & Saratoga.	123 1/2	124	Lehigh Valley.	127	127
do do levee bonds.	55	55 1/2	Cleve. & P.ville & Ash, new bds.	84	84 1/2	Rome, Watowah & Ogdun.	123 1/2	124	Mine Hill & Schuylkill Haven.	127	127
do do do 1875.	55	55 1/2	Buffalo & Erie, new bonds.	84	84 1/2	St. Louis & Alton & T. Haute.	123 1/2	124	Northern Central.	127	127
do do do 1875.	55	55 1/2	St. L. Jacksonville & Chic, 1st	84	84 1/2	do do do pref.	123 1/2	124	North Pennsylvania.	127	127
California 75.	112 1/2	113 1/2	South Side Railroad bonds.	84	84 1/2	Tol. N. Y. & N. Haven 2d M.	123 1/2	124	Oil Creek & Allegheny River.	127	127
Connecticut 65.	101	101 1/2	Morris & Essex, convertible.	84	84 1/2	do do do scrip.	123 1/2	124	Philadelphia Erie.	127	127
Rhode Island 65.	100	100 1/2	do do do construction.	84	84 1/2	Consolidated Coal.	35 1/2	36 1/2	Philadelphia & Trenton.	126	126
Alabama 35.	67	67 1/2	North Missouri, 1st Mortgage.	88 1/2	89	Cumberland Coal.	28 1/2	29	Phila. German & Norristown	126	126
do do do April & Oct.	67	67 1/2	do do do 2d Mortgage.	88 1/2	89	Maryland Coal.	28 1/2	29	do do do Baltimore.	126	126
do do do 8 Mont. & Eufla R.	67	67 1/2	Jefferson RR, 1st Mort.	88 1/2	89	do do do.	28 1/2	29	West Jersey.	126	126
do do do 85, Alab. & Chat. R.	67	67 1/2	Am. Dock & Imp. Co. 1st M.	88 1/2	89	Spring Mountain Coal.	28 1/2	29	Chesa. & Dela. Canal.	98	98
Arkansas 65, funded.	53	53 1/2	W. Union Tele. 1st M. 7 1/2.	24 1/2	25	Wilkesbarre Coal.	28 1/2	29	Delaware Division Canal.	98	98
do do 75, Memphis & L. R.	53	53 1/2	Bonds not Quoted at the N. Y. Board.			Canton Co.	77 1/2	78	Morris (consolidated).	50	51
do do 75, L. R. P. B. & N. O.	53	53 1/2	Kansas State, 75.	97 1/2	99	do do do preferred.	77 1/2	78	Schuylkill Navigat'n (consol.)	120	125
do do 75, Miss. Con. & R.R.	53	53 1/2	Minnesota 75, repudiated.	40	40 1/2	Atlantic Mail Steamship.	119	119 1/2	do do do.	17	18
do do do 75, Ark. & Cent. R.	53	53 1/2	Albany City, 65.	95 1/2	97	Mariposa Gold.	3 1/2	3 1/2	Susquehanna & Tide-Water.	18	18
Ohio 65, 1875.	101	101 1/2	Cleveland, Ohio, 65, various.	93	95	do do do Trustees Certif.	24	24	West Jersey 75, Jan. & July.	103 1/2	103 1/2
do do 1881.	101	101 1/2	Cook County, Illa, 75.	93	95	Wells Fargo scrip.	18	21	Penn. n. T. Canal.	96 1/2	96 1/2
do do 1886.	101	101 1/2	Detroit City, 75.	100	102	BOSTON.					
Kentucky 65.	101	101 1/2	St. Paul, Minn., 65.	100	102	Maine 65.	101	101 1/2	Marland 65, Jan. A. J. & O.	105	105 1/2
Illinois Canal Bonds, 1870.	110	110 1/2	do do do 75.	100	102	New Hampshire, 65.	100 1/2	101	Baltimore 65 of 75.	99 1/2	99 1/2
do do do 1870.	110	110 1/2	do do do 75, various.	100	102	Vermont 65.	100 1/2	101	do do 1880.	98	98 1/2
do do War Loan.	110	110 1/2	St. Joseph, Mo., 75.	75	75	Massachusetts 65, current.	100 1/2	101	do do 1881.	98	98 1/2
Indiana 65, War Loan.	110	110 1/2	San Francisco, 65.	87 1/2	89	do do do 65, Gold.	100 1/2	101	Baltimore & Ohio 65 of 75.	96	96 1/2
Michigan 65, 1873.	99	99 1/2	Central Pacific RR, 75, gold.	83 1/2	85	Boston 65.	101 1/2	102	do do do 65 of 1870.	96	96 1/2
do do 1873.	99	99 1/2	Central Pacific, 75, 1881, gold.	100	102	do do do 65, Gold.	101 1/2	102	do do do 65 of 1870.	96	96 1/2
do do 1873.	99	99 1/2	do do State Aids, 65, 1873.	100	102	Chicago Sewerage 75.	100 1/2	101	do do do (N. W. Va.) 2d M. 65.	96	96 1/2
do do 1873.	99	99 1/2	Western Pacific 65, gold.	90	90 1/2	do do Municipal 75.	100 1/2	101	Central Ohio, 1st M., 6.	86 1/2	86 1/2
do do 1873.	99	99 1/2	Kansas Pacific 65, gold.	90	90 1/2	Portland 65.	100 1/2	101	Marietta & Cln., 1st M., 6, 1881	86 1/2	86 1/2
do do 1873.	99	99 1/2	do do 1st M. (gold) 6, J. & D.	84 1/2	85 1/2	Burlington & Mo. L. G. 7.	75	76	do do do 1st M., 6, 1886.	84 1/2	84 1/2
do do 1873.	99	99 1/2	do do 1st M. (gold) 6, F. & A.	86 1/2	87 1/2	Cheshire, 65.	75	76	Northern Cent. 1st M. (guar) 6.	91 1/2	91 1/2
do do 1873.	99	99 1/2	do do 1st M. (Leav. Br. 7, cur	81	82	Cin. San. & Clev. 1st M., 7, 77.	84 1/2	85 1/2	do do do 2d M., S. F. 7, 88.	91 1/2	91 1/2
do do 1873.	99	99 1/2	do do Land Gr. 1st M., 6, 1880.	81	82	Eastern Mass., conv. 6, 1874.	100	100	do do do 3d M., S. F. 7, 88.	91 1/2	91 1/2
do do 1873.	99	99 1/2	do do Inc. Bonds, 7, No. 16	21 1/2	22 1/2	do do do 1st M. (new) 7.	2 1/2	2 1/2	do do do do Y. & C. 6, 97	90 1/2	90 1/2
do do 1873.	99	99 1/2	do do do No. 11.	43	43 1/2	Old Col. & Newport Bds, 6, 76.	97	97 1/2	do do do Cons. Gold, 6, 1900	90 1/2	90 1/2
do do 1873.	99	99 1/2	Denver Pacific RR & Tel. 75.	85	85 1/2	do do do Bonds, 7, 1877.	85 1/2	86 1/2	Pitts. & Connellsv., 1st M., 7, 90	94 1/2	94 1/2
do do 1873.	99	99 1/2	California & Denver, 65, gold.	99 1/2	100	Rutland, new 1st M., cons. 7, 1877.	85 1/2	86 1/2	West Md., 1st M., endorsed, 6, 90	90 1/2	90 1/2
do do 1873.	99	99 1/2	St. Joseph & Denver, 65, gold.	99 1/2	100	Verm't Cen., 1st M., cons. 7, 1877.	85 1/2	86 1/2	do do 1st M., unend., 6, 90.	90 1/2	90 1/2
do do 1873.	99	99 1/2	Danville & Urbana, 1st, 75, gold.	86	87	do do do 2d Mort., 7, 1881.	44	44	do do 2d M., endorsed, 6, 90.	90 1/2	90 1/2
do do 1873.	99	99 1/2	Indianapolis & St. L., 75, gold.	86	87	Vermont & Mass., 1st M., 6, 83.	90 1/2	91	Baltimore & Annapolis Branch.	90 1/2	90 1/2
do do 1873.	99	99 1/2	St. L. & T. Joseph, 1st, 75, gold.	86	87	Boston & Albany stock.	151 1/2	152	Central Ohio.	90	90
do do 1873.	99	99 1/2	Lake Sup. & Miss. Riv. 75, gold.	88 1/2	91	Boston & Lowell stock.	135	136	do do preferred.	90 1/2	90 1/2
do do 1873.	99	99 1/2	Southern Minnesota, 75.	91 1/2	92	Boston & Maine.	146 1/2	147	Cincinnati 55.	83	83 1/2
do do 1873.	99	99 1/2	Rockford, R. I. & St. L., 75.	86	87	Cheshire preferred.	146 1/2	147	Cincinnati 55.	83	83 1/2
do do 1873.	99	99 1/2	Chicago & Southwest, guar. 75.	100 1/2	101	Cin., Sandusky & Clev. stock.	22 1/2	23	Cincinnati 55.	83	83 1/2
do do 1873.	99	99 1/2	Chic. Bur. & Quincy 1st M., 75.	100 1/2	101	Connecticut River.	142	143	do do do 7500.	108 1/2	108 1/2
do do 1873.	99	99 1/2	Carthage & Burlington, 75.	86	87	Connecticut & Passumpsic, pf.	91	91 1/2	Ham. Co., Ohio, p. c. ong bds.	90 1/2	90 1/2
do do 1873.	99	99 1/2	Dixon, Peoria & Han., 85.	99 1/2	100	Eastern (Mass.).	120 1/2	121	do do do T. p. c. 1 to 5 yrs.	92 1/2	92 1/2
do do 1873.	99	99 1/2	Peoria & Hannibal, 85.	99 1/2	100	Indianapolis, Cin. & Lafayette.	147 1/2	148	Covington & Cincinnati 65.	92 1/2	92 1/2
do do 1873.	99	99 1/2	Peoria & Hannibal, 85.	99 1/2	100	Manchester & Lawrence.	147 1/2	148	Cin. Ham. & Dayton stock.	90 1/2	90 1/2
do do 1873.	99	99 1/2	Peoria & Hannibal, 85.	99 1/2	100	Nashua & Lowell.	147 1/2	148	do do do 2d M., 7, 88.	90 1/2	90 1/2
do do 1873.	99	99 1/2	Peoria & Hannibal, 85.	99 1/2	100	Old Colony & Newport.	104 1/2	105	Cin. & Ind., 1st M., 6, 1877.	98	98 1/2
do do 1873.	99	99 1/2	Peoria & Hannibal, 85.	99 1/2	100	Port Sagua & Colon.	147 1/2	148	do do do 2d M., 7, 1877.	98	98 1/2
do do 1873.	99	99 1/2	Peoria & Hannibal, 85.	99 1/2	100	Rutland common.	33	33 1/2	do do do 3d M., 7, 88.	98	98 1/2
do do 1873.	99	99 1/2	Peoria & Hannibal, 85.	99 1/2	100	do do preferred.	85 1/2	86 1/2	do do do 3d M., 7, 88.	98	98 1/2
do do 1873.	99	99 1/2	Peoria & Hannibal, 85.	99 1/2	100	Summit Branch.	100 1/2	101	do do do 3d M., 7, 88.	98	98 1/2
do do 1873.	99	99 1/2	Peoria & Hannibal, 85.	99 1/2	100	Vermont & Massachusetts.	76 1/2	77	do do do 3d M., 7, 88.	98	98 1/2
do do 1873.	99	99 1/2	Peoria & Hannibal, 85.	99 1/2	100				do do do 3d M., 7, 88.	98	98 1/2
do do 1873.	99	99 1/2	Peoria & Hannibal, 85.	99 1/2	100				do do do 3d M., 7, 88.	98	98 1/2
do do 1873.	99	99 1/2	Peoria & Hannibal, 85.	99 1/2	100				do do do 3d M., 7, 88.	98	98 1/2
do do 1873.	99	99 1/2	Peoria & Hannibal, 85.	99 1/2	100				do do do 3d M., 7, 88.	98	98 1/2
do do 1873.	99	99 1/2	Peoria & Hannibal, 85.	99 1/2	100				do do do 3d M., 7, 88.	98	98 1/2
do do 1873.	99	99 1/2	Peoria & Hannibal, 85.	99 1/2	100				do do do 3d M., 7, 88.	98	98 1/2
do do 1873.	99	99 1/2	Peoria & Hannibal, 85.	99 1/2	100				do do do 3d M., 7, 88.	98	98 1/2
do do 1873.	99	99 1/2	Peoria & Hannibal, 85.	99 1/2	100				do do do 3d M., 7, 88.	98	98 1/2
do do 1873.	99	99 1/2	Peoria & Hannibal, 85.	99 1/2	100				do do do 3d M., 7, 88.	98	98 1/2
do do 1873.	99	99 1/2	Peoria & Hannibal, 85.	99 1/2	100				do do do 3d M., 7, 88.	98	98 1/2
do do 1873.	99	99 1/2	Peoria & Hannibal, 85.	99 1/2	100				do do do 3d M., 7, 88.	98	98 1/2
do do 1873.	99	99 1/2	Peoria & Hannibal, 85.	99 1/2	100				do do do 3d M., 7, 88.	98	98 1/2
do do 1873.	99	99 1/2	Peoria & Hannibal, 85.	99 1/2	100				do do do 3d M., 7, 88.	98	98 1/2
do do 1873.	99	99 1/2	Peoria & Hannibal, 85.	99 1/2	100				do do do 3d M., 7, 88.	98	98 1/2
do do 1873.	99	99 1/2	Peoria & Hannibal, 85.	99 1/2	100				do do do 3d M., 7,		

The Railway Monitor.

EXPLANATION OF THE STOCK AND BOND TABLES.

1. **Prices of the Active Stocks and Bonds are given in the "Bankers' Gazette" ante;** quotations of other securities will be found on the preceding page.

2. **Bank and Insurance Stocks, Mining, Petroleum, City Railroad and Gas Stocks, and Southern Securities** of those kinds which are least active, are all quoted either regularly or occasionally at the end of "Bankers' Gazette," on a previous page.

3. **The Table of Railroad, Canal and Other Stocks,** on another page, comprises all Companies of which the stock is sold in any of the principal cities (except merely local corporations). The figures just after the name of the company indicate the No. of the CHRONICLE in which a report of the Company was last published. A star (*) indicates *leased roads*; in the dividend column *x=extra*; *s=stock or scrip*.

4. **The Tables of Railroad, Canal and Other Bonds** occupy in all, four pages, two of which will be published in each number. In these pages the bonds of Companies which have been consolidated are frequently given under the name of Consolidated Corporation. The date given in brackets immediately after the name of each Company, indicates the time at which the statement of its finances was made. In the "Interest Column" the abbreviations are as follows: J. & J.=January and July; F. & A.=February and August; M. & S.=March and September; A. & O.=April and October; M. & N.=May and November; J. & D.=June and December Q.—Quarterly, beginning with January; Q.—P.=Quarterly, beginning with February. Q.—M.=Quarterly, beginning with March.

5. **The Table of State Securities** will be published monthly, on the last Saturday of the month.

6. **The Table of City Bonds** will be published on the third Saturday of each month. The abbreviations used in this table are the same as those in the tables of railroad bonds mentioned above. The Sinking Fund or assets held by each city are given on the same line with the name.

The New York (Viaduct) Railway.—At a meeting of the Executive Committee of the New York Railway Company, held Monday, the President, Judge Hilton, presented a report, from which we extract the following:

NEW YORK, July 24, 1871.

To the Executive Committee of the New York (Viaduct) Railway Company: Having now progressed sufficiently with the investigation of the proposed route, and consequently the proposed cost of this road, it seems appropriate at this time to lay before you the following views: The cost of necessary real estate for viaducts and depots is estimated at \$1,000,000 per mile, or say for eighty lots, with buildings, at an average cost of \$12,500 each. The construction of the viaduct, including rails and permanent road bed and running stock, will cost \$2,000,000 per mile. The distance from the City Hall to the Harlem River at One Hundred and Thirtieth street, or to Manhattanville, being seven and a half miles, would make the cost of each branch of the road \$22,500,000, and with an allowance of \$2,500,000 for unforeseen contingencies, would make the entire cost of each branch of the road \$25,000,000.

THE TRAFFIC AND INCOME.

It is proposed that each branch road shall have four tracks, two for fast travel making stoppages at about two miles apart, and two for way travel, making stops at about each half mile. Twenty trains per hour can be safely run upon each track, each train to average three hundred passengers; which would make the number of passengers that could be carried in fourteen hours of the day, upon the four tracks, 336,000.

At present we have official information that there are being carried on the horse railroads of this city over 136,000,000 passengers per annum, 70,000,000 of whom are carried upon the lines east of Broadway and Fifth avenue, running north and south.

Hence, if New York City was not to increase in population from the time the viaduct roads are finished, it is therefore but reasonable to assert that such roads, if both branches were now in operation, would receive 250,000 fares daily.

Assuming, then, that the travel on the eastern branch of the New York Railway will be 140,000 per day, or 50,000,000 passenger fares per annum (and this is a very moderate estimate, as one line of horse cars alone is now carrying annually over 30,000,000 passengers), the receipts will be as follows:

Passengers, say 50,000,000 per annum, or 140,000 fares per day, at an average of 13 cents..... \$6,500,000
Freight, mail and express matter, 40 per cent of above..... 2,600,000
Rents, as above..... 400,000

Making gross annual income..... \$9,500,000
The expenses for maintenance, transportation, repairs, &c., of first-class roads, doing a heavy passenger business, are usually about 55 per cent of gross receipts. This road will be much less because it must necessarily be built more compactly, and will, therefore, be less needing the usual and expensive repairs incidental to a rail track laid on the ground, subject to frosts, thaws, storm, and earth washings. But allowing for maintenance, &c., 50 per cent..... 4,250,000

We have a net annual income from each line of viaduct of..... \$5,250,000
Equal to interest at 7 per cent on \$17,000,000 of bonds, or..... 1,190,000
And say 50 per cent on \$8,000,000 of stock..... 4,000,000

Total..... \$5,250,000
Or equal to interest at 7 per cent on \$12,500,000 raised on bonds..... 750,000
And say 33 per cent dividend on \$12,500,000 capital stock..... 5,250,000

Total..... \$5,250,000

The Erie Shares.—A decision was given by Judge Blatchford, on Thursday, on a motion made before him last week in the United States Circuit Court by the counsel for the English shareholders of the Erie Railway for an injunction against the Company restraining it from issuing certain new stock, and an order was also rendered by the same Judge detailing the manner in which the 30,000 abstracted shares shall be restored by Jay Gould to the rightful owners. The motion for an injunction is denied, the decision being as follows:

"The plaintiffs have failed to satisfy me that there was anything either illegal or irregular in the issuing of the bonds, or in the conversion of them into stock, which would warrant me in enjoining the registration of the stock issued on the conversion of the bonds. The motion for an injunction is, therefore denied."

The order for the restoration of the stock commences with a recital of the facts and circumstances under which Gould became possessed of the 30,000 shares. The gravamen of the order is as follows:

That the shares in controversy are in possession of the Court by the hands of its receiver, James H. Coleman.

Having abstracted property from the custody of this Court, the said Jay Gould must restore the same, by making, or causing to be made, provision that the 30,000 shares represented by the certificates issued by the receiver, which have been thus deprived of the privileges above referred to, shall have such privilege restored to them, and in default thereof he must make good the pecuniary value of such spoilation.

Thereupon, it is ordered, adjudged and decreed that the said Jay Gould, within sixty days after the service upon him or his solicitors of a copy of this order, do make or cause to be made provision that 30,000 shares of the stock of the Erie Railway Company, represented by so many of the certificates issued to James H. Coleman, the Receiver herein, being shares other than those now capable of being admitted to such privilege, be admitted to the privilege of being certified by the Registering Agent of the Erie Railway Company, as required by the rule and custom of the New York Stock Exchange, and that the said James H. Coleman, Receiver, from time to time, procure the certificates for the sixty thousand and fifty-six shares of the stock of said Company standing in his name, to be certified by the registering agent of the said Company whenever and as rapidly as the opportunity to do so shall be tendered to him. And in case the said Gould shall fail in whole or in part to make provisions for such registration of the said 30,000 shares as above required, then any of the parties to this suit may apply to this Court for instructions and relief in the premises on the part of this degree.

Ohio and Mississippi Railroad—Change of Gauge.—From the Cincinnati Commercial, July 24.—Between the hours of 4 and 11 A. M., yesterday, the Ohio and Mississippi Railroad (main line) from Cincinnati to St. Louis was transformed from a broad gauge to a narrow gauge. In seven hours 2,500 men reduced the gauge of 340 miles of railroad fifteen inches—seven and a half inches on each side. Even to those actually engaged in the work this seemed an impossibility. Up to 1 o'clock yesterday morning broad gauge trains were running over the road, east and west, seeking yards from which they were never to roll again on the wide trucks of the past. By 11 o'clock A. M. yesterday new engines, drawing the wide parlor cars mounted on narrow trucks, were traversing the entire length of the transformed road.

HOW THIS CHANGE WAS ACCOMPLISHED

We will endeavor to explain as clearly as possible. The road was divided into sixty-eight sections, of five miles each; and an average force of forty men to the section—2,720 men in the 340 miles—was secured to jump to the work simultaneously, at all points on the road, at daybreak yesterday. All along the line between this city and East St. Louis these working gangs commenced at daylight yesterday. Each section gang was divided into two parties that worked toward each other from the extreme points of their five miles, aiming to meet at the middle, making two and one-half miles to each twenty men. Thus the time occupied by forty average workers in changing five miles would be the time devoted to the whole work by the entire force.

DETAILS OF THE WORK.

The task of the day was to remove the rails inward seven and a half inches on each side and spike them firmly in their new place—altogether 680 miles of rails of the main line, besides many miles of switches with their frogs. Already, in the course of two months of easy work the new lines for the rails on both sides had been fixed by the driving of the inside spikes, under the tops of which the inside "web" or shank of the rail could be immediately fitted. Many miles of new rails which it was thought necessary to lay at the curves on the outside had already been put down, rendering it unnecessary to immediately move the old outside rails. The "dentists," as they might appropriately be called, two on each side, led the van with their big claw levers, jerking out the inside spikes of the broad gauge. After them, two on each side also, came the "liners," whose business it was to push the rails inward to the new lines and "line up" the rails firmly, while the squad of "spikers" that followed, drove the spikes firmly in over each "web," on about every other tie, leaving the completion of the spiking to be accomplished in a more leisurely manner.

THE EQUIPMENT.

The task of narrowing the road has not been the only heavy one. They had to obtain (by changes of trucks and works and by purchases of new rolling stock) the complete narrow gauge equipment for this long line, of which the following is an approximate list:

Engines.....	127	Night cars.....	6
Box freight cars.....	1,000	Mail cars.....	5
Coal cars.....	375	Parlor cars.....	4
Flat cars.....	275	Wrecking cars.....	4
Stock cars.....	100	Officers' car.....	1
Passenger cars, first class.....	46	Paymasters' car.....	1
Baggage cars.....	18		
Express cars.....	10	Total.....	1,972

The work of changing the gauge of the North Vernon and Jeffersonville branch of this road was effected on the 16th inst., being finished at 3 o'clock in the afternoon.

Atlantic and Great Western Railroad Sale.—From the Pittsburgh Post, July 24.—On Wednesday of this week, the 26th inst., the Sheriff of Summit County, Ohio, will offer for sale at the door of the Court House, in Akron, the largest piece of property that was ever brought under the hammer at any place in the United States. The property which it is proposed to sell includes all that part of the Atlantic and Great Western Railway that lies within the limits of the State of Ohio, with all its equipments, consisting of

its road bed and right of way, tracks, rails, depots, bridges, shops and incidental real estate within the State; all of its branch and tributary lines, including the Cleveland and Mahoning Railroad, with all its property and franchises, as well as two hundred and forty-seven three hundred and eighty-eighths of all the engines, cars, tools, machinery, personal, &c., of the company, used on its lines in New York, Pennsylvania and Ohio. All this property with the privileges thereunto attaching are to be sold subject to the mortgages made and executed in behalf of Azariah C. Flagg and Charles J. Stedman, and to still further deed and mortgage executed in behalf of Azariah C. Flagg and Frederick Schuhardt, amounting in all to \$1,191,655 50 for over due coupons on the 1st of March, 1871, beside \$206,090 14, interest thereon to date, and for \$130,928 05 coupons due April 1, 1871, and also for \$3,740,000 in bonds of the company, secured by said mortgages, and due October 1, 1876, with seven per cent interest payable semi-annually, amounting in the aggregate to the sum of \$4,268,672 79. The property in addition is subject to certain other liens, mainly arising from contracts with the Cleveland and Mahoning Railroad Company. It is to be sold as an entirety and not less than two-thirds of its appraised value, which has been fixed by the appraisers appointed by the court at \$6,653,293. Two-thirds of this would be \$4,435,485 66. The purchaser will be required to pay down \$100,000 on the day of sale. Now that the sale of this enormous property has been definitely settled upon, the chief question of interest is, who will be the purchaser, and into the management of what gigantic corporation, old or new, will the road pass when the sale is over. So far as present indications go there is not much likelihood that more than two bidders will compete for it. We see it intimated that the property will certainly be knocked down to General George B. McClellan, Hon. Allen G. Thurman, and Mr. William B. Duncan, who, acting in the capacity of trustees for the English and German holders of the larger majority of the Atlantic and Great Western bonds, are the bona-fide owners of the road. These parties, it is alleged, have agreed upon a plan whereby, in this event they are permitted to carry it out, they will be able to restore the road to its true place among the great railroad enterprises of the country. The Pennsylvania property in the Atlantic and Great Western Railroad was sold on Saturday. It consisted of that portion of the route between Salamanca, New York, and Dayton, Ohio, the Franklin and Meadville Branch and the Oil City Branch. The prices of all amounted to \$620,000, and they were bought by Senator Thurman, who represented the trustees of the road.

—The following telegram confirms the above:
CLEVELAND, July 26.—The Ohio portion of the Atlantic and Great Western Railway was sold at Akron to-day to Senator Thurman, General McClellan, and W. B. Duncan, trustees, for \$4,435,500. There were no other bids.

The Great New Jersey Railroad Lease.—The argument on the prayer for an injunction in the case of the lease of the New Jersey railroads to the Pennsylvania Central came up before the Court of Chancery yesterday, Chancellor Zabriski presiding. The case was the suit of a number of the stockholders of the united companies living principally in Pennsylvania and the lower part of New Jersey, for a perpetual injunction forbidding the united companies and the Pennsylvania Central Railroad Company from

perfecting the lease of the property of the former companies. The bill praying for an injunction was filed five weeks ago, and no answer was filed until Monday, when an exceedingly voluminous answer which had been in preparation was presented. After some discussion the Court granted a motion for a postponement until Wednesday, August 2, when, without doubt, the cause will be heard, as it is not probable any further delay will be either asked or granted.

Union Pacific Railroad.

EARNINGS.		June, 1870.	June, 1871.
Earnings.....	\$728,174 34	\$746,540 01	
Expenses.....	279,122 80	41,151 81	
Net earnings.....	\$449,051 54	\$327,388 20	
From Jan. 1 to June 30, 1871.		Jan. 1 to June 30, 1870.	
Earnings.....	\$3,410,284 58	\$3,797,916 09	
Expenses.....	1,686,887 33	2,739,837 69	
Net earnings.....	\$1,723,397 25	\$1,058,078 40	

Telegraphic Items. — Lake Shore and Michigan Southern Railroad.—CLEVELAND, Ohio, July 27.—At the meeting of the stockholders of the Lake Shore and Michigan Southern Railway Company to-day the result of the vote was that 238,149 shares were voted upon by the holders in person or by proxy in writing in favor of authorizing the issue of \$15,000,000 new stock, and 86½ shares were voted upon by the holders in person or by proxy, in writing, against the authorization, being more than two-thirds. All the stock of the Company voted in favor of the authorization. The aggregate amount of stock voted in favor of the proposition was \$23,814,950, and that voted against only \$8,650. The whole authorized capital stock of the Company under its charter is \$50,000,000, the amount hitherto issued being \$35,000,000. The issuing of the remaining \$15,000,000 is said to be for the purpose of double-tracking the road and other improvements, and it is left to the executive committee in New York to determine the amount of cash to be called for on the new stock.

—FROM THE PACIFIC COAST.—SAN FRANCISCO, July 26.—The bridge across the Tuolumne River, on the San Joaquin Branch of the Central Pacific Railroad, is completed, and trains will be running to Bear Creek, thirty eight miles beyond, by the 1st of October. This will shorten the time for trips to the Yosemite Valley and the Big Trees. On the line of the California and Oregon Branch of the Central Pacific, the bridge across the Sacramento at Tehama is nearly ready, and the line will be opened to Shasta, 166 miles north of Sacramento City, in seventy days.

—The acting Secretary of the Interior, following the advice of Assistant Attorney-General Smith, holds that, in adjusting grants of lands to railroads where the grants lap, the road that first definitely located its line has the best claim to the lands, and until the location of the line the grant is in the nature of a floating grant, and does not attach to any specific lands until the line is definitely fixed.

—The bill consolidating the New York and New Haven and the Hartford and New Haven railroads passed the Connecticut Senate, July 26, by a vote of 13 to 5. It now goes to the Governor.

—The Supreme Court of Georgia, in the Macon and Western Railroad injunction case, decided, July 25, in favor of the lessees.

MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

Central Pacific		Chicago and Alton		Chicago & Northwestern		Chic. Rock Is. and Pacific		Clev. Col. Cin. & I.	
1870.	1871.	1869.	1870.	1869.	1870.	1869.	1870.	1870.	1871.
(742 m.)	(890 m.)	(431 m.)	(431 m.)	(465 m.)	(1,157 m.)	(530-90 m.)	(590 m.)	(590 m.)	(590 m.)
\$413,104	\$24,480	\$343,181	\$281,108	\$43,555	\$892,092	\$351,767	\$401,275	\$387,172	\$301,500
394,176	481,085	315,068	316,036	340,301	830,286	319,441	449,654	361,871	226,897
488,331	578,870	388,726	342,896	372,618	1,142,165	645,789	500,393	456,223	313,198
632,758	756,320	528,390	548,029	395,654	1,113,160	629,000	464,314	428,228	282,399
768,719	917,760	345,832	408,675	465,780	1,368,414	449,932	536,648	478,370	291,491
729,274	.....	402,854	408,658	466,582	1,251,950	523,841	555,231	524,021	288,775
783,099	.....	351,044	418,709	.....	1,157,056	455,606	484,956	249,355	.....
807,815	.....	493,231	506,680	.....	1,037,973	632,652	578,822	319,012	.....
777,183	.....	506,623	497,519	.....	1,305,672	736,664	621,521	317,887	.....
828,447	.....	468,212	475,608	.....	1,374,780	584,155	638,122	324,120	.....
746,800	.....	397,515	441,197	.....	1,140,145	478,370	478,370	319,573	.....
612,805	.....	340,350	404,293	.....	845,708	393,468	465,032	284,156	.....
7,983,513	.....	4,681,562	4,819,404	.....	13,355,461	5,960,986	.....	3,280,420	.....
Year ..		Year ..		Year ..		Year ..		Year ..	
.....		
Illino. Central		Marietta and Cincinnati		Michigan Central		Milwaukee & St. Paul		North Missouri	
1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1870.	1871.
(592 m.)	(974 m.)	(251 m.)	(251 m.)	(254 m.)	(569 m.)	(825 m.)	(936 m.)	(404 m.)	(530 m.)
\$639,137	\$628,383	\$291,511	\$251,177	\$394,119	\$337,992	\$454,130	\$396,171	\$213,101	\$191,783
524,693	661,788	565,415	60,298	320,636	329,127	330,233	382,798	196,307	192,120
709,644	601,326	606,845	104,585	101,379	386,527	420,774	377,571	239,161	232,106
568,282	555,087	588,661	106,641	106,246	411,814	460,287	443,133	269,400	206,076
640,974	684,534	695,445	109,752	110,213	403,646	406,283	480,847	259,000	201,751
78,360	712,646	.....	117,695	111,117	366,623	363,187	.....	308,493	211,581
46,228	687,315	.....	116,198	111,127	329,930	326,891	.....	196,730	.....
41,363	890,051	.....	129,096	118,407	352,569	378,880	.....	229,090	.....
79,400	901,235	.....	142,014	132,998	473,546	467,990	.....	264,690	.....
14,406	903,225	.....	135,376	153,531	490,772	511,477	1,039,811	294,962	.....
34,413	811,707	.....	129,306	144,023	448,419	453,873	801,163	266,836	.....
896,677	697,750	.....	110,837	141,376	374,542	423,735	496,550	255,736	.....
5,23,48 6	8,958	.....	1,391,345	1,418,865	4,749,163	4,791,895	7,250,668	7,421,051	2,833,489
Year ..		Year ..		Year ..		Year ..		Year ..	
.....		
Ohio & Mississippi		Pacific of Mo.		Iron Mt.		St. L. Alton & T. Haute		Toledo, Wab. & Western	
1870.	1871.	1870.	1871.	1870.	1871.	1869.	1870.	1870.	1871.
(340 m.)	(393 m.)	(355 m.)	(355 m.)	(210 m.)	(210 m.)	(210 m.)	(222 m.)	(521 m.)	(631 m.)
\$196,787	\$45,981	\$202,447	\$218,735	\$92,181	\$126,218	\$132,622	(152,392)	\$284,192	\$257,663
218,234	258,554	267,867	236,341	95,665	122,372	127,817	158,788	240,394	293,645
353,065	284,99	295,566	319,964	102,583	144,637	175,960	173,216	313,704	295,298
270,933	243,650	279,543	285,416	101,265	129,590	171,368	172,347	311,822	318,609
246,266	292,363	292,996	284,732	115,175	117,664	157,397	155,081	312,529	340,892
249,987	.....	219,483	.....	116,242	.....	154,132	150,719	348,890	348,632
211,219	.....	279,462	.....	107,524	.....	144,164	.....	310,800	322,756
300,977	.....	325,044	.....	122,000	.....	186,888	167,305	450,346	466,431
318,957	.....	337,649	.....	124,124	.....	202,388	175,453	470,720	508,042
355,187	.....	339,091	.....	127,069	.....	204,552	163,284	422,368	451,293
316,054	.....	331,490	.....	121,791	.....	180,351	153,909	325,378	425,687
256,471	.....	287,885	.....	119,073	.....	168,559	137,794	434,383	386,254
3,188,177	.....	3,518,463	.....	1,343,632	.....	2,014,542	.....	4,252,342	4,426,429
Year ..		Year ..		Year ..		Year ..		Year ..	
.....		
Union Pacific		.....		.....		.....		.....
1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.
(1038 m.)	(1038 m.)	(1038 m.)	(1038 m.)	(1038 m.)	(1038 m.)	(1038 m.)	(1038 m.)	(1038 m.)	(1038 m.)
\$528,529	479,572	.....	.....	.....	.....	.....	.....	.....	.....
500,139	573,924	.....	.....	.....	.....	.....	.....	.....	.....
539,228	499,890	.....	.....	.....	.....	.....	.....	.....	.....
680,970	604,247	.....	.....	.....	.....	.....	.....	.....	.....
892,580	724,466	.....	.....	.....	.....	.....	.....	.....	.....
746,450	.....	.....	.....	.....	.....	.....	.....	.....	.....
643,458	.....	.....	.....	.....	.....	.....	.....	.....	.....
664,050	.....	.....	.....	.....	.....	.....	.....	.....	.....
728,525	.....	.....	.....	.....	.....	.....	.....	.....	.....
519,680	.....	.....	.....	.....	.....	.....	.....	.....	.....
571,379	.....	.....	.....	.....	.....	.....	.....	.....	.....
482,877	.....	.....	.....	.....	.....	.....	.....	.....	.....
7,522,119	.....	.....	.....	.....	.....	.....	.....	.....	.....

RAILROAD, CANAL, AND MISCELLANEOUS STOCK LIST.

Subscribers will confer a great favor by giving us immediate notice of any error discovered in our Tables.

COMPANIES.		Stock Out- stand- ing.	DIVIDEND.		COMPANIES.		Stock Out- stand- ing.	DIVIDEND.	
For a full explanation of this table, see <i>Railway Monitor</i> , on the pre- ceding page.			Periods.	Last paid. Date. Rate.	For a full explanation of this table, see <i>Railway Monitor</i> , on the pre- ceding page.			Periods.	Last paid. Date. Rate.
Railroads.					Railroads.				
Albany & Susquehanna	PAR 3,335,000		Jan. & July.	July, '71	3%	Oswego and Syracuse, No. 232	50	Feb. & Aug.	Feb., '71
Allegheny Valley, May 27	296,800		Jan. & July.	July, '71	3%	Pacific (of Missouri) April 22	100		
Atlantic and Gulf	2,494,900					Panama, No. 275	100	Jan. & July.	Dec., '70
Atlan. & St. Lawrence, No. 230	1,282,200		Mar. & Sep.	Mar., '71	3%	Pennsylvania, May 11	50	May & Nov.	May, '70
Atlanta and West Point, No. 279	100		Jan. & July.	July, '71	3%	Philad. and Erie, Mar. 11	50	Jan. & July.	Jan., '71
Augusta and Savannah	783,700		June & Dec.	June, '71	3%	do do pref.	50	Jan. & July.	Jan., '71
Baltimore and Ohio, April 8	16,550,262		Apr. & Oct.	Apr., '71	3%	Philadelphia and Read, Feb. 11	50	Jan. & July.	Jan., '71
Washington Branch	1,650,000		Apr. & Oct.	Apr., '71	3%	Philad., Get. & Trenton, May 30	50	Feb. & Aug.	Aug., '71
Parkersburg Branch	7,239,533					Phila., Get. & Norris, May 30	50	Quarterly.	Mar., '71
Berkshire, Jan. 21	800,000		Quarterly.	April, '71	1%	Phila., Wilming. & Balt., May 20	50	Jan. & July.	July, '71
Boston and Albany, Jan. 21	19,150,900		May & Nov.	May, '71	1%	Pittsb. & Connelleville	50		
Bost. Con. & Mont. No. 373	803,000		May & Nov.	May, '71	1%	Pittsb., Cin. St. L., May 20	50	Jan. & July.	July, '71
Boston, Hartford & Erie, No. 247	25,000,000					do do pref.	50		
Boston and Lowell, Jan. 21	2,215,000		Jan. & July.	July, '71	4%	Pitts., Ft. W. & C. Guar. Mar. 11	100	Quarterly.	Apr., '71
Boston and Maine, Jan. 21	4,550,000		Jan. & July.	July, '71	5%	Portland & Kennebec, No. 238	100	Jan. & July.	July, '71
Boston and Providence, Jan. 21	3,700,000		Jan. & July.	July, '71	5%	do do pref.	100	Apr. & Oct.	Apr., '71
Buffalo, New York & Erie	900,000		June & Dec.	June, '71	3%	Portland, Saco & Ports, No. 276	100	Jan. & Dec.	Dec., '70
Burlington and Missouri River	1,254,406					Providence & Worcester, Jan. 21	100	Jan. & July.	Jan., '71
do do pref.	1,385,400					Rensselaer & Saratoga, No. 252	100	Apr. & Oct.	Apr., '71
Camden and Amboy, May 20	5,000,000		Feb. & Aug.	Aug., '71	10%	Richmond & Danville, No. 235	100		
do do scrip of Joint Co.'s '69 & '70	887,860					Richmond & Petersburg, No. 235	100		
Camden and Atlantic, May 20	877,100					Rome, Water & Ogd., Mar. 18	100	Jan. & July.	July, '71
do do preferred	731,200					Rutland, common	100		
Cape Cod, Jan. 21	915,577		Jan. & July.	July, '71	5%	do preferred	100	Feb. & Aug.	Feb., '71
Catawissa, May 20	1,159,500		May & Nov.	May, '71	3%	St. Louis, Alton & Terre Haute	100	Annually.	May, '68
do do preferred	2,200,000					do do do pref.	100		
Cedar Rapids and Moline	769,600		Feb. & Aug.	Feb., '71	3%	St. Louis & Iron Mountain	100		
do do pref.	4,666,900		June & Dec.	June, '71	3%	St. Louis, Jackson & Chicago	100		
Cent. Georgia & Bank, Co. No. 243	15,000,000		Jan. & July.	July, '71	3%	Sandusky, Mansd. & Newark	100		
Central of New Jersey, May 14	4,425,000		June & Dec.	Dec., '70	3%	Schenckville Valley, May 20	50	Jan. & July.	July, '71
do do preferred	400,000					Shamokin Val. & Pottsville, May 20	50	Feb. & Aug.	Feb., '71
Central Pacific, No. 288	18,578,740		Jan. & July.	July, '71	2%	Shore Line Railway	50	Jan. & July.	Jan., '71
Cheshire, preferred, Jan. 21	2,085,925		Jan. & July.	July, '71	2%	South Carolina April 15	50	Quarterly.	July, '71
Chicago and Alton, Mar. 30	2,425,400		Mar. & Sept.	Mar., '71	2%	South Side (Va.) June 24	100	Feb. & Aug.	Feb., '71
do do preferred	17,590,000		Mar. & Sept.	Mar., '71	2%	South West, Georgia, No. 230	100	Jan. & July.	Jan., '71
Chic. & Burlington, July 22	3,916,630		Jan. & July.	July, '71	5%	Syracuse, Bingham & N. Y., No. 232	100	Jan. & July.	Jan., '71
Chicago, Iowa and Nebraska	14,700,629		June & Dec.	June, '71	5%	Terre Haute and Indianapolis	100	Jan. & July.	Jan., '71
Chicago and North, preferred	20,370,393		June & Dec.	June, '71	5%	Toledo, Peoria & Warsaw	100	Jan. & July.	Jan., '71
do do pref.	3,500,000		Apr. & Oct.	Apr., '71	5%	do do E. D., 1st pref.	100		
Chic. Rock Is. & Pac. July 8	885,600		Apr. & Oct.	Apr., '71	5%	Toledo, Wabash & West, July 1	100	May & Nov.	May, '70
Cin. & Ham. & Dayton, May 20	2,967,300		May & Nov.	Nov., '70	3%	do do do pref.	100	Jan. & July.	Jan., '71
Cin. & Richmond, No. 263	428,646					Union Pacific, Mar. 18	100	Jan. & July.	Jan., '71
Cin. & Sand. & Cleve., No. 278	1,676,345		Feb. & Aug.	Aug., '71	3%	Utica and Black River, No. 362	100	Jan. & July.	Jan., '71
do do pref.	11,628,200		May & Nov.	May, '71	3%	Vermont and Canada	100	Jan. & July.	Jan., '71
Cincinnati & Zanesville, No. 246	2,056,750		May & Nov.	May, '71	3%	Vermont & Massachusetts, Jan. 21	100	Jan. & July.	Jan., '71
Clev. & Ind. Jan. 21	7,482,225		Quarterly.	Oct., '67	2%	Virginia and Tennessee June 24	100	Jan. & July.	Jan., '71
Cleveland & Mahoning, No. 247	1,100,000		Quarterly.	May, '71	2%	Western (N. Carolina)	50	Feb. & Aug.	Feb., '71
Cleveland and Pittsburgh, Jan. 28	1,500,000		May & Nov.	May, '71	2%	Worcester and Nashua, Jan. 21	100	Jan. & July.	Jan., '71
Colum. & Ind. Cen. No. 247	350,000		Jan. & July.	Jan., '71	3%				
Columbia and Xenia	2,084,200		Feb. & Aug.	Aug., '71	3%				
Concord	1,700,000		Jan. & July.	Jan., '71	3%				
Concord and Portsmouth	1,816,900		Apr. & Oct.	Apr., '71	3%				
Conn. & Passumpsic, pf. No. 281	2,400,000		Jan. & July.	Jan., '71	3%				
Connecticut River, Jan. 21	1,800,216		Jan. & July.	Jan., '71	6%				
Cumberland Valley, May 20	18,908,850		Jan. & July.	Jan., '71	6%				
Dayton and Michigan, No. 263	428,350		December	Dec., '69	2%				
Delaware, Lack. & West, May 20	5,000,000		Jan. & July.	Jan., '71	2%				
Detroit and Milwaukee, No. 249	5,000,000		Feb. & Aug.	Feb., '66	2%				
do do pref.	78,000,000								
Dubuque and Sioux City	5,536,900		Jan. & July.	Jan., '71	7%				
Eastern (Mass.) Jan. 21	2,996,250		Jan. & July.	Jan., '71	7%				
East Pennsylvania, May 20	3,740,000		Jan. & July.	Jan., '71	7%				
East Tenn. Va. & Geor. No. 294	4,151,100		Jan. & July.	Jan., '71	7%				
Elmira & Williamsport, May 20	5,000,000		Jan. & July.	Jan., '71	7%				
do do pref.	78,000,000		Feb. & Aug.	Feb., '66	7%				
Erie, Jan. 28	5,536,900		Jan. & July.	Jan., '71	7%				
do preferred	2,996,250		Jan. & July.	Jan., '71	7%				
Erie and Pittsburgh, May 20	3,740,000		Jan. & July.	Jan., '71	7%				
Fitchburg	4,151,100		Jan. & July.	Jan., '71	7%				
Georgia, May 20	5,000,000		Jan. & July.	Jan., '71	7%				
Hannibal and St. Joseph, Jan. 28	2,000,000		Jan. & July.	Jan., '71	7%				
Hartford & N. Haven, Jan. 21	2,000,000		Jan. & July.	Jan., '71	7%				
do do scrip	618,900		Jan. & July.	Jan., '71	7%				
Houston and Broad Top	218,350		Jan. & July.	Jan., '71	7%				
do do pref.	25,280,240		Feb. & Aug.	Aug., '71	7%				
Illinois Central, April 8	6,185,897		Mar. & Sept.	Sept., '67	7%				
Indianapolis, Cin. & Lafayette	2,000,000		Jan. & July.	Jan., '71	7%				
Jeffersonville, Mad. & Ind. No. 277	8,572,500		Jan. & July.	Jan., '71	7%				
Kansas Pacific, Mar. 25	1,385,000		Feb. & Aug.	Aug., '71	7%				
Lackawanna & Bloomsburg May 20	35,000,000		Quarterly.	Apr., '71	7%				
Lake Sho. & Mich. South, May 27	18,150,400		Jan. & July.	Jan., '71	7%				
Lehigh Valley, May 20	4,107,250		Apr. & Oct.	Apr., '71	7%				
Little Miami, No. 247	2,646,100		Jan. & July.	Jan., '71	7%				
Little Schuylkill, May 20	3,000,000		Jan. & July.	Jan., '71	7%				
Long Island, No. 252	1,848,700		Jan. & July.	Jan., '71	7%				
Louisv. & Cin. & Lex. pf. No. 276	1,628,482		Feb. & Aug.	Feb., '71	7%				
do common	2,400,000		Jan. & July.	Jan., '71	7%				
Louisville and Nashville, No. 281	8,681,500		Feb. & Aug.	Feb., '71	7%				
Louisville, New Alb. & Chicago	2,400,000		Jan. & July.	Jan., '71	7%				
Macon and Western	2,400,000		Jan. & July.	Jan., '71	7%				
Maine Central, July 1	3,400,500		Mar. & Sept.	Sept., '66	7%				
Marietta & Cin., 1st pri. May 6	8,130,719		Mar. & Sept.	Sept., '66	7%				
do do 2d pref. May 6	4,480,368		May & Nov.	May, '71	7%				
Manchester & Lawrence, No. 247	1,000,000		May & Nov.	May, '71	7%				
Memphis and Charleston, No. 278	5,312,725		June & Dec.	Dec., '70	7%				
Michigan Central, July 15	14,668,848		Jan. & July.	Jan., '71	7%				
Milwaukee and St. Paul, June 10	14,422,878		Jan. & July.	Jan., '71	7%				
do do pref.	10,423,103		Jan. & July.	Jan., '71	7%				
Mine Hill & Sch. Haven May 20	3,856,450		Jan. & July.	Jan., '71	7%				
Mobile and Mont. pf. No. 283	1,738,700		Jan. & July.	Jan., '71	7%				
Mobile and Ohio, June 24	4,444,144		Jan. & July.	Jan., '71	7%				
Montgomery and West Point	1,644,104		June & Dec.	Dec., '67	7%				
Morris and Essex, No. 250	11,900,000		Jan. & July.	Jan., '71	7%				
Nashua and Lowell, Jan. 21	720,000		May & Nov.	May, '71	7%				
Nashv. & Chattanooga, No. 280	2,068,544		Feb. & Aug.	Feb., '70	7%				
Naugatuck	1,864,400		Jan. & July.	Jan., '71	7%				
New Bed. & Taunton, Jan. 21	500,000		Jan. & July.	Jan., '71	7%				
New Hav. & Northamp., Jan. 21	2,100,000		Jan. & July.	Jan., '71	7%				
New Jersey, May 20	6,250,000		Feb. & Aug.	Aug., '71	7%				
do do scrip	498,900								
New London Northern Jan. 21	967,100		Jan. & July.	Jan., '71	7%				
N. Y. Cent. & Hudson R. Jan. 21	15,000,000		Apr. & Oct.	Apr., '71	7%				
do do pref.	44,422,300		Jan. & July.	Jan., '71	7%				
New York & Harlem, Jan. 21	12,000,000		Jan. & July.	Jan., '71	7%				
do do pref.	1,500,000		Jan. & July.	Jan., '71	7%				
New York & New Haven May 15	9,000,000		Jan. & July.	Jan., '71	7%				
N. Y. Prov. and Boston No. 229	2,400,000		Jan. & July.	Jan., '71	7%				
Norfolk & Petersb. pf. June 24	300,500		Jan. & July.	Jan., '71	7%				
do do scrip	137,500		Jan. & July.	Jan., '71	7%				
do do ordinary	1,361,300		Jan. & July.	Jan., '71	7%				
North Carolina, No. 267	300,000		Apr. & Oct.	Apr., '70	7%				
Northern of N.H. & Mass. No. 257	3,068,400		June & Dec.	Dec., '70	7%				
Northern Central, May 20	300,000		May & Nov.	May, '71	7%				
Northeast (S. C.), April 28	898,950		May & Nov.	May, '71	7%				
do do pref.	111,000								
North Missouri, No. 259	8,000,000		Jan. & July.	Jan., '71	7%				
North Pennsylvania May 20	3,130,000		Jan. & July.	Jan., '71	7%				
Norwich & Worcester, Jan. 21	2,364,400		Jan. & July.	Jan., '71	7%				
Ogden & L. Cham. No. 273	4,000,000		Apr. & Oct.	Apr., '71	7%				
do do pref.	2,000,000								
Ohio and Mississippi, April									

N. Y. & BROOKLYN CITY PASSENGER RAILROADS

NAME OF ROAD.	PAR	STOCK.	LAST DIVIDENDS PAID.
Bleecker street and Fulton Ferry	100	900,000	
Broadway (Brooklyn)	100	300,000	
Broadway and Seventh Avenue	100	2,100,000	June, 1870
Brooklyn City	100	1,500,000	
Brooklyn City and Newtown	100	400,000	Oct. 1870
Brooklyn, Prospect Park & Flatb.	100	254,600	
Brooklyn and Rockaway Beach	100	144,600	
Bushwick (Brooklyn)	100	262,300	
Central Park, North & East River	100	1,065,200	
Coney Island (Brooklyn)	100	500,000	
Dry Dock, East B'dway & Battery	100	1,200,000	May, '70, quarterly
Eighth Avenue	100	1,000,000	
Forty-second St. and Newtown Ferry	100	748,000	Nov, '70, semi-annual
Grand Street & Newtown (B'klyn.)	100	170,000	
Hudson Avenue (Brooklyn)	100	106,700	
Metropolitan (an Brooklyn)	100	194,000	
Ninth Avenue	100	397,250	
North Avenue	100	880,000	
Sixth Avenue	100	750,000	Nov, '70, semi-annual
Third Avenue	100	1,170,000	Nov, '70 quarterly
Van Brunt Street (Brooklyn)	100	75,000	

STATE BONDS.

DENOMINATION.		Amount Outstanding	INTEREST.		Principal Due.	DENOMINATIONS.		Amount Outstanding	INTEREST.		Principal Due.
Marked thus * are in default for interest	Rate		Payable.	Marked thus * are in default for interest		Rate	Payable.				
State Securities.						MICHIGAN (Jan. 1, '71) \$2,342,000:					
ALABAMA (Oct. 1, '70) \$14,162,800:						Renewal Loan Bonds..... 160,000 6 Jan. & July 1878					
State Bonds..... 168,000 5 May & Nov. 1872						Two Million Loan..... 1,621,000 6 do do 78-'88					
do do (extended)..... 1,941,000 5 do do 1883						War Bounty Bonds..... 478,000 7 May & Nov 1890					
do do (do)..... 473,800 5 do do 1886						Ste Marie Canal Bonds..... 83,000 7 Jan. & July 1879					
Sterling bonds of 1850..... 688,000 6 June. 1870						MINNESOTA (Dec. '70) \$350,000:					
Sterling Bonds (extended)..... 712,800 5 Jan. & July 1886						State Buildings Loans..... 100,000 7 Jan. & July 1877					
do do..... 82,500 6 do do 1886						do do..... 100,000 7 do do 1878					
New Bonds, 1866 & 1868..... 1,477,700 8 Jan. & July '86-'88						do do 1869..... 50,000 7 do do 1879					
New Bonds, 1870, gold..... 300,000 8 Jan. & July 1890						Sioux War Loan 1862..... 100,000 7 May & Nov 1872					
Endorsement for RR's (about)..... 8,480,000 8 1889						MISSOURI (Jan. 1, '71) \$20,866,000:					
ARKANSAS (March, '71) \$7,350,000:						State Bonds..... 438,000 6 Jan. & July 1883					
Funding bonds of 1869..... 2,750,000 6 Jan. & July 99-1900						Bonds of 1868..... 2,747,000 6 do do 1887					
Bonds yet unfunded..... 1,680,000						Bonds to North Mo. RR..... 2,962,000 6 do do 74-'88					
Memphis & Little Rock..... 1,050,000						Bonds to Cairo & Fulton RR..... 392,000 6 do do 77-'89					
Little Rock & Fort S. R. R..... 900,000						Bonds to Platte Co RR..... 504,000 6 do do 80-'90					
Little R., Pine Bluff & N. O. R.R. 750,000 } 7 Apr. & Oct. 1900						Bonds to Iron Mountain RR..... 2,379,000 6 do do 72-'89					
Miss., Ouachita & Red. R..... 400,500						Pacific RR..... 5,419,000 6 do do 1876					
CALIFORNIA (April, '70) \$4,122,500:						S. W. Br. Pacific RR..... 1,456,000 7 do do 1876					
Civil Bonds of 1857.....(gold) 2,138,000 7 Jan. & July 1877						S. W. Br. Pacific RR (guar)..... 1,559,000 7 do do 1876					
do do of 1860..... 135,500 7 do do 1880						Hannibal & St. Joseph RR..... 3,000,000 6 do do 73-'87					
Soldiers' Relief Bonds..... 424,500 7 do do 1883						NEVADA (Dec., 1870) \$500,000:					
do Bounty Bonds..... 805,000 7 do do 1884						Bonds of 1867..... 500,000 15 Jan. & July 1872					
CONNECTICUT (Apr. 1, '71) \$6,525,900:						N. HAMPT. (Jan., '71) \$2,402,000:					
War Bonds (July, '61) 10-20 year..... 6 Jan. & July '71-'81						War Debt of July, '61-'62..... 899,200 6 Jan. & July '71-'78					
do do (Jan., '63) 20 years..... 6 do do 1883						do do of Sept. 1, 1864..... 600,000 6 Mar. & Sep. '84-'89					
do do (Jan., '61) 20 years..... 6 do do 1884						do do of July 1, 1866..... 1,000,000 6 Apr. & Oct. '71-'74					
do do (Oct., '64) 10 or 30 yr..... 6 Apr. & Oct. 74-'94						N. JERSEY (Feb., '71) \$2,896,200:					
do (non-taxab.) (Oct., '65) 20 yr..... 6 do do 1885						War Bonds of 1861 (tax free)..... 1,299,900 6 Jan. & July '70-'84					
FLORIDA (Jan., '71) \$747,367:						do of 1863 (tax free)..... 1,002,900 6 do do '86-'96					
State Bonds..... 747,367 7 & 8 June & Dec '96-'98						do of 1864..... 593,400 6 do do '97-'02					
GEORGIA (July, '71) \$16,262,900:						N. YORK (Oct. 1870) \$38,641,606:					
Western & Atlantic RR. Bonds..... 100,000 7 Jan. & July 1872						Bounty Fund Bonds, coupon..... 1,478,000 7 Jan. & July 1877					
do do do..... 176,000 7 May & Nov. 1874						do do do, registered..... 21,089,000 7 do do 1877					
do do do..... 866,000 6 Jan. & July 72-'74						General Fund Bonds..... 1,910,682 6 do do 1878					
do do do..... 75,000 6 May & Nov 1874						do do do..... 800,000 5 do do 1875					
Atlantic & Gulf RR. Bonds..... 800,000 6 Feb. & Aug. '78-'86						do do do..... 900,000 5 do do Will.					
Bonds, per act March 12, 1866..... 3,700,000 7 Jan. & July '86-'87						Canal Fund Stock..... 51,500 6 J. A. J. & O. 1872					
Funding bonds of 1870, (gold)..... 3,000,000 7 J. A. J. & O 1890						do do..... 5,150,194 6 Various. 1873					
Railroad endorsements..... 7,545,900						do do..... 2,099,000 6 Apr. & Oct. 1874					
ILLINOIS (Mar., 1871):						do do..... 473,000 6 June & Dec. 1877					
Interest Bonds of 1847..... 980,696 6 do 1878						do do..... 1,042,420 5 Jan. & July 1874					
Interest stock of 1857..... 134,311 6 do 1878						NORTH CAROLINA (Oct., '70):					
Refunded Stock Bonds..... 348,000 6 do var. 1880						Railroad Bonds, old..... 4,738,800 Jan. & July '68-'96					
Normal University bonds..... 45,000 6 do 1880						do do..... 3,639,400 Apr. & Oct. '68-'98					
Thornton Loan bonds..... 103,000 6 Mar. & Sep. 1880						Railroad Bonds, new..... 2,626,000 Jan. & July '68-'98					
War Bonds..... 416,800 6 Jan. & July 1880						do do..... 1,739,000 Apr. & Oct. 1900					
KANSAS (Jan., '71) \$1,341,975:						Funding Bonds, since war..... 2,417,400 Jan. & July 1899					
Civil Bonds, 1861 to 1869..... 990,475 6 & 7 Jan. & July '76-'85						do do do..... 383,000 Jan. & July 1898					
Military..... 346,000 7 do 1889						do do do..... 100,000 Apr. & Oct. 1898					
KENTUCKY (Oct., '70) \$1,424,394:						Special Tax Bonds do..... 11,407,000 do 1898					
Bonds of 1841-'42..... 913,000 6 Apr. & Oct. '71-'74						OHIO (Nov., '70) \$9,732,077:					
Bonds of 1843..... 66,400 5 Mar. & Sept. 1873						Loan due after 31st Dec., 1870..... 1,284,317 6 Jan. & July 1870					
Bonds of 1845..... 94,000 5 Apr. & Oct. 1871						do do 31st Dec., 1875..... 1,690,000 6 do 1875					
Bonds for Military Purposes..... 302,300 6 Various. 1895						do do 30th June, 1881..... 4,955,309 6 do 1881					
Bonds held by B'd of Education..... 1,648,383						do do 31st Dec., 1886..... 2,400,000 6 do 1886					
LOUISIANA (Dec. '70) \$7,127,300:						Domestic Bonds (Union Loan)..... 366,975 6 May & Nov 1871					
Charity Hospital..... 50,000 5 Mar. & Sept 1872						OREGON (Sept., '70) \$106,633:					
1863, Relief of State Treasury..... 750,000 6 Jan. & July 1893						Relief Bond Bonds..... 106,633 7 Jan. & July '75-'85					
Bonds to various railroads..... 2,495,000 8 Various. '69-'06						PENNA (Dec 1 '70) \$31,107,168:					
1865, Levee Bonds..... 1,000,000 8 Various. 1886						Stock Loan (of 1840)..... 562,410 5 Jan. & July 1870					
1867, do do..... 4,000,000 8 May & Nov. 1907						Inclined Plane (1849)..... 400,000 6 Apr. & Oct. 1879					
1870, do do..... 3,000,000 8 Mar. & Sep. 1875						Coupon Bonds (1852)..... 384,000 5 Jan. & July 1882					
1866, Funding Coupons..... 997,300 6 Jan. & July '86-'88						do do..... 112,000 4 1/2 do 1882					
Boenif & Crockett & Navi Co..... 80,000 8 Jan. & July 1890						do do..... 3,105,000 5 Feb. & Aug 1877					
Relief of P. J. Keane..... 134,000 5 Jan. & July 1890						do do (1853)..... 274,000 5 do 1871					
1869, Penitentiary Bonds..... 50,000 7 Mar. & Sep 1909						Military Loan (1861)..... 2,769,250 6 do 1872					
To Fund Floating Debt, &c..... 3,000,000 6 May & Nov. 1910						Stock Loan (1867)..... 4,714,500 6 do 1872					
Miss. & Mex. Gulf Ship Can'l..... 474,000 7.3 Mar. & Sep. 1899						do do..... 92,871 5 do 1877					
N. Louisiana & Texas RR, 1869..... 546,000 8 Apl. & Oct. 1909						do do..... 7,890,550 6 do 1877					
MAINE (Jan. 1, '71) \$3,067,900:						do do..... 90,400 5 do 1882					
Civil Loan Bonds, 1855-61..... 351,000 6 Various. '70-'78						do do..... 9,237,050 6 do 1882					
War Loan of 1861..... 800,000 6 do 1871						do do..... 726,920 5 do 1882					
do do of 1863..... 525,000 6 Mar. & Sept 1883						RH. ISL. (April, '70) \$2,916,500:					
Bounty Loan of 1863..... 475,000 6 Feb. & Aug. 1880						War Bonds of 1862..... 1,100,000 6 Mar. & Sept. 1882					
War Loan of 1864..... 2,832,500 6 June & Dec. 1889						do do of 1863..... 239,000 6 Apr. & Oct. 1893					
Municipal War Debts assumed..... 3,884,400 6 Apr. & Oct. 1889						do do of 1863..... 776,000 6 Jan. & July 1893					
MARYLAND (Oct., '70) \$13,317,473:						do do of 1864..... 841,000 6 Feb. & Aug 1894					
Baltimore & Ohio RR sterling..... 2,288,888 5 Jan. & July 1890						S. CAROLINA (Nov '70) \$7,665,908:					
do do converted..... 448,500 5 J. A. J. & O. 1890						Fire Loan Stock (act. '38)..... 303,343 6 Jan. & July 1870					
Chesapeake & Ohio Canal, st'g..... 1,855,335 5 Jan. & July 1890						do Bonds (lien on Bank)..... 484,000 5 do do 1868					
do do converted..... 1,697,345 5 J. A. J. & O. 1890						State House st'k's (act. '56-'63)..... 1,479,432 6 do do '77-'90					
do do 1834..... 1,403,146 6 do 1870						Blue Ridge RR st'k's (act. '54)..... 970,000 6 do do 74-'78					
Baltimore & Susq. RR..... 369,000 3 do 1890						Conversion stock of 1868..... 64,000 6 do do 1888					
do do..... 429,000 6 do 1870						Funded debt of '66..... 1,131,700 6 do do '87-'97					
Annap. & Elkridge RR..... 5,420 6 do 1889						Bonds 1868-69..... 3,193,900 6 J. & J. A. & O					
Susq. & Tide W. Canal, sterling..... 773,000 5 Jan. & July 1865						TENNESSEE (Oct. '70) \$38,539,692:					
do do converted..... 215,622 5 J. A. J. & O. 1865						Bonds loaned to RR's, etc.,..... 24,008,500 6 Jan. & July Long.					
Eastern Shore RR..... 20,131 5 do 1890						Bonds endorsed for RR's, etc.,..... 2,172,000 6 do do Long.					
Bounty Loan..... 3,651,328 6 Jan. & July 1883						Funded Interest (new bonds)..... 4,069,503 6 do do Var					
S. uthern Relief Bonds..... 100,000 6 do 1873						State Bonds (debt proper)..... 1,706,000 6 Apr. & Oct. Var					
MASSACHUSETTS (Ja. 1, '71) \$26,318,348:						do do do..... 239,166 5 1/2 do do Var					
State Almshouse Loan..... \$100,000 5 May & Nov. 1872						Al int. unfunded to Jan., 1871..... 4,197,861					
do do..... 110,000 5 Apr. & Oct. '73-'74						Bank of Tennessee Notes..... 1,500,000					
State House Loan..... 165,000 5 do '73-'74						VERMONT (Feb., '71) \$1,226,000:					
Lunatic Hospital &c., Loan..... 94,000 5 Jan. & July 1874						War Loan Bonds, coupon..... 1,025,000 6 Jun. & Dec. '71-'72					
Lunatic Hospital (West. Mass.)..... 50,000 6 June & Dec 1870						do do reg..... 201,000 6 do do					
Loan, funding Public Debt..... 100,000 6 June & Dec. '70-'72						VIRGINIA, Jan. '71 (47,390,839):					
Back Bay Lands Loan..... 220,000 5 May & Nov. 1882						Old Bonds, coupon..... 11,108,000 6 Jan. & July Long.					
Union Fund Loan..... 3,000,000 6 Jan. & July 71-'76						Old Bonds, registered..... 21,617,578 6 do do Long.					
do do do..... 600,000 5 do 77-'78						do do do..... 63,000 5 do do Long.					
Coast Defense Loan..... 888,000 5 do 1883						Old Bonds, sterling coupon..... 1,865,000 6 Jan. & July Long.					
Bounty Fund Loan..... 300,000 5 do 1894						Funding Bonds, 1866, coupon..... 1,478,000 6 Jan. & July ..					
Bounty Fund Loan..... 4,383,500 5 May & Nov. 1894						do do do, reg. & ed..... 1,672,000 6 do do ..					
do do do (sterling)..... 4,000,744 5 do 1894						do do do 1867 coupon..... 1,895,500 6 do do ..					
War Loan (currency)..... 3,505,000 6 Apr. & Oct. 1888						do do sterling..... 466,260 5 do do ..					
Troy & Greenf. RR. Loan (st'g)..... 554,180 5 Apr. & Oct. '88-'90						Interest fundable, due Jan. '67..... 628,369					
do do (home)..... 966,500 5 do '88-'90						Interest on above to Jan. '71..... 7,330,398					
do do (sterling)..... 2,932,400 5 do '91-'93											
Southern Vermont RR. Loan..... 200,000 5 Apr. & Oct. 1890											
Eastern Railroad Loan..... 50,000 5 Jan. & July 1871											
Norwich & Worcester RR. Loan..... 400,000 5 do 1877											
East Hartf. & Erie RR. (sterl.)..... 5,99,024 Jan & July 1900											
Harbor Land improvement..... 30,000 do 1875											

RAILROAD, CANAL AND MISCELLANEOUS BOND LIST.

Subscribers will confer a great favor by giving us immediate notice of any error discovered in our Tables. Pages 3 and 4 of Bonds will be published next week.

COMPANIES, AND CHARACTER OF SECURITIES ISSUED.	Amount Outstanding	INTEREST.			Principal Payable.
		Rate.	When paid.	Where paid.	
Railroads:					
Alabama & Chattahoochee (Jan. '70):	3,800,000	8	J. & J.	New York	1889
1st and 2d M. (gd) guar. by Ala.					
Adams & Susquehanna (Oct. 1, '70):	1,000,000	7	J. & J.	New York	1888
1st Mortgage, 1868:	1,000,000	7	M. & N.	"	1885
Albany City Loan, 1865:	2,000,000	7	A. & O.	"	1881
2d Mortgage, 1865:	175,000	7	M. & N.	"	1881
Albany, Lond. & Hamp. (Oct. 1, '69):	77,000	7	M. & N.	Wash'ton.	1898
1st Mortgage, for \$5,000,000:					
Allegheny Valley (Nov. '70):	3,800,000	7.5	J. & J.	New York	1896
General Mortgage:	154,000				
1st and 2d Mortgage:	3,500,000				
Bonds to State of Pa., endorsed					
Androscooggin (Jan. 1, '71):	425,000	6	A. & O.	Portland.	1890
1st Mortgage (Bath Loan):					
Atlantic & Atl. West (Nov. 1, '70):	8,512,400	7	A. & O.	London.	1877
1st Mort., skg fund (Pa.):					
1st Mort., skg fund (N. Y.):					
1st Mort., skg fund (Ohio):					
1st Mort., skg fund (Buff. & A.):					
1st Mort. (Franklin Branch):					
2d Mort. (Penn.):	3,908,000	7	A. & O.	London.	1882
2d Mort. (N. Y.):					
2d Mort. (Ohio):					
Consolidated 1st Mort.:	17,579,500	7	A. & O.	"	1888
Atlantic & Gulf (Jan. 1, '70):	2,000,000	7	J. & J.	New York	1890
Consolidated 1st Mort., free:	240,000				
Sectional Bonds:	441,300				
Atlantic & Pacific (Feb. '71):	7,250,000	6	J. & J.	New York	1888
1st M. (Cash Pacific) g. d.:	3,600,000	6	J. & J.	"	1888
L. Gr. (gold) on 200,000 acres:					
Atlanta & St. Lawrence (Jan. '70):	825,000	6	Var.	Boston.	70-'71
1st Mort. (Port. Loan) skg fund:	404,220				
2d Mort. of April 1, 1881:	1,003,776	6	A. & O.	Port & Bos	1871
Steril. Bids of Nov. 1, '63, \$100,000:	484,000	6	M. & N.	London.	1878
Baltimore & Ohio (Oct. 1, '70):	863,230	6	J. & J.	Baltimore.	1875
Loan of 1855, skg fund:	579,500	6	A. & O.	"	1880
Loan of 1853:	1,710,500	6	A. & O.	"	1885
Baltimore Loan of \$5,000,000:	3,722,670	6	J. & J.	"	1890
Sterling Loan of \$500,000:	3,572,000	6	M. & N.	London.	1895
2d Mort. (N. W. Va. RR.) of '53:	458,500	6	J. & J.	Baltimore.	1873
3d Mort. (N. W. Va. RR.) of '55:	140,000	6	J. & J.	"	1885
Balt. & Potomac (Jan. 1, '70):	527,000	6	J. & J.	Baltimore.	1903
1st Mortgage of gold (gold):					
Bay of No. & Maryland (gold):	150,000	8	A. & O.	Boston.	1875
Income Bonds of 1865 and 1866:					
Bellevue Delaware (Feb. 1, '71):	1,000,000	6	J. & J.	New York	1877
1st Mort. of 1862 (guar. C. & A.):	499,500	6	M. & S.	Princeton.	1885
2d Mort. of 1864:	745,000	6	F. & A.	"	1887
3d Mort. of 1867:					
Blue Ridge of S. Car. (Jan. 1, '70):	4,000,000	7	J. & J.	Charl'est'n	1884
1st Mort., guar. gold (gold):					
Boston & Albany (Feb. '71):	281,000	6	J. & J.	Albany.	71-'76
Albany Loan (Alb. & W. St. R.R.):	755,320	5	A. & O.	London.	1875
D. Har. Bonds (Western RR.):	729,000	5	A. & O.	Boston.	1875
Boston, Clint. & Fitchburg (Feb. '70):	400,000	6	J. & J.	Boston.	1884
1st Mort. (Agric. Br. RR.) of '64:	260,500	7	J. & J.	Boston.	1890
Boston, Con. & Mount Fitchburg:	204,000	7	F. & A.	New York	1865
1st Mort. (71 m.):	150,000	6	J. & J.	New York	1870
2d M. (71 m. & 2d 24 m.) conv.:	406,000	6	J. & J.	New York	1870
3d M. (71 m. & 2d 24 m.) conv.:	296,000	6	J. & J.	Boston.	1879
Sinking Fund Bonds:					
Bost., Hart. & Erie (Dec. 1, '68):	600,000	6	M. & S.	Boston.	1884
1st Mort. (old):	14,000,000	7	J. & J.	New York	1899
1st Mort. (new) guar. by Erie:	3,000,000	7	J. & J.	New York	1899
1st Mort. (new) guar. by Erie:	7,349,163	7	J. & J.	Boston.	1899
Floating Debt, Nov. '69:					
Mass. L. sec. by \$1,000,000 1st M.:	2,000,000	7	J. & J.	Boston.	1899
Boston & Lowell (Feb. '71):	35,000	6	J. & J.	Boston.	1873
Convertible Bonds of 1853, coup	366,000	3	Jan'y.	"	1873
Scrp Certificates:	200,000	6	A. & O.	"	1879
Mortgage (wharf purchase):					
Brunswick & Albany:	15,000,000	7	A. & O.	New York	1894
1st Mort. (gold) guar. by Ga.:					
Buff. & Pitts. (Nov. '70):	580,000	7	J. & J.	New York	1886
1st Mortgage:					
Buff. & Pitts. (Nov. 1, '70):	600,000	7	J. & J.	New York	1886
1st M. Buff. & O. Cr. Crosscut:	1,070,000	7	J. & J.	New York	1886
1st M. Buff. & Pitts. (Pa.):					
Buffalo & Erie—see Lake S. & M.:					
Buffalo, N. Y. & Erie (Oct. 1, '70):	2,000,000	7	J. & J.	New York	1877
1st Mortgage:	380,000	7	M. & N.	"	1872
2d Mortgage:					
Burl. & R.R. Minn. (July 1, '69):	6,000,000	7	M. & N.	New York	1919
1st M. (gold) conv. skg f'd tax fr:					
Burl. & Missouri R. (Jan. '71):	5,067,000	7	A. & O.	New York	1895
1st Mort. (land & rail):	1,200,000	7	J. & J.	Boston.	1878
Bonds conv. into pref. st'k (3d):	1,000,000	7	A. & O.	"	1879
Income Bds. conv. into pref. st'k (3d):	1,000,000	7	A. & O.	"	1879
Convertible Bonds of 1870:	900,000	7	J. & J.	"	1884
1st Mort. conv. on br. (37 miles):					
Burl. & Mo. in Nebras. (July '71):	4,300,000	8	J. & J.	Boston.	1894
1st M. Land & RR conv. tax free					
California Pacific (Jan. 1, '70):	2,250,000	7	J. & J.	New York	1889
1st Mort. (gold):					
Camden & Amboy (Jan. 1, '70):	823,230	6	A. & O.	New York	1870
Dollar Loan for \$800,000:	675,000	6	A. & O.	"	1875
Dollar Loan for \$675,000:	1,700,000	6	F. & A.	"	1883
Dollar Loan for \$1,700,000:	867,000	6	M. & N.	"	1889
Consol. Mort. Loan for \$5,000,000:	4,666,100	6	J. & D.	"	1889
Sterling Loan, \$233,650:	1,518,066	6	A. & O.	London.	1880
Sterling Loan (new) \$269,200:	1,846,000	6	M. & S.	"	1884
Dollar Loan (new):	154,000	6	"	"	1884
Camden & Atlantic (Jan. 1, '71):	490,000	7	J. & J.	Camden.	1873
2d Mortgage:	500,000	7	A. & O.	"	1880
Camden & Bridgeton, Co. (Jan. 1, '71):	338,000	6	F. & A.	Philadel.	1897
1st Mort. (on 31 miles, 1867):	283,500	7	F. & A.	Philadel.	1882
Catawissa (Nov. 1, '70): 1st Mort:	294,000	7	A. & O.	New York	1884
1st Mort. (C. P. to Minn. line, 14 m.):	1,577,000	7	J. & J.	"	1907
1st Mort. (W. to Minn. line, 42 m.):					
Cedar Rapids & Minn. R. (Feb. '71):	3,817,000	7	Var.	New York	91-'16
1st Mort. (land grant):					
Cent. Br. of C. & P. (Jan. 1, '70):	1,500,000	6	M. & N.	New York	1895
1st Mort. (Aitch & Pike S. F. R.):	1,600,000	6	J. & J.	"	1895
2d Mort. (U. S. loan):					
Central of Georgia (Feb. 1871):	786,000	7	M. & S.	New York	1875
1st Mortgage:					
Central of Iowa (Feb. '71):	1,000,000	7	Jan. 15,	N. York.	1899
1st Mort. (gold) tax free, conv.:					
Central of New Jersey (Jan. 1, '71):	254,000	7	M. & N.	New York	1875
2d Mortgage:	2,837,000	7	F. & A.	"	1880
Mortgage (new):	2,505,000	6	M. & S.	Baltimore.	1884
Central Ohio (Feb. '71): 1st Mort:	25,851,000	6	J. & J.	New York	95-'99
1st Mort. (gold):	1,500,000	6	J. & J.	"	1885
Subord. Lien Calif. St. aid (3d):	1,500,000	6	J. & J.	"	1885
Conv. B's (conv. into U.S. B's):	25,851,000	6	J. & J.	"	95-'99
2d Mort. (C. & P. loan):					
Charles & Savannah (Oct. 1, '70):	505,000	6	M. & S.	Charl'est'n	1870
1st Mort. (guar. by S. Carolinas):					
Railroads:					
Charlotte & Aug. (Mar. '71):	996,000	7	J. & J.	New York	1896
1st Mortgage:					
Chesapeake & Potomac (Sept. '70):	5,169,200	6	M. & N.	"	1890
M. '70, S. F. (gd) 104,150,000:	100,000	6	J. & J.	New York	1890
1st M. (Va. C. & P. RR.) guar. by St.:	18,500	6	J. & J.	"	1872
2d Mort. (Va. Central RR.):	30,000	6	J. & J.	"	1881
3d Mort. (Va. Central RR.):	180,500	6	J. & J.	"	1882
Income Mort. (Va. Cent. RR.):					
Funded Interest Bonds, coupon					
Chester (Dec. 1, '69):	791,500	6	J. & J.	Boston.	70-'76
Company Bonds of '70, 75 & '80:					
Chester & Ch. Br. June (Jan. 1, '70):	500,000	10	M. & N.	New York	1877
1st Mort., sinking fund:					
Chester Valley (Nov. 1, '69):	500,000	7	M. & N.	Philadel.	1872
1st Mortgage:					
Chicago & Alton (Jan. 1, '71):	3,026,000	8	J. & J.	New York	1888
1st Mort., sinking fund pref.:	941,000	24	J. & J.	Frankfort.	1890
1st Mortgage (Frankfort):	2,400,000	7	A. & O.	New York	1890
2d Mort., income:	1,100,000	7	J. & J.	"	1896
Chicago, Bur. & Quin. (Jan. '71):					
1st (Trust) Mort.:	3,026,000	8	J. & J.	New York	1888
2d Mort. (Frankfort):	941,000	24	J. & J.	Frankfort.	1890
Trust Mort. (Burl. to Peoria):	600,000	8	M. & N.	New York	1890
Carthage & Bur. RR. M. tax free:	800,000	8	J. & J.	"	1889
Dix., Peo. & Han. RR., tax free:	800,000	8	J. & J.	"	1889
American Cent. RR. tax free:	800,000	8	J. & J.	"	1889
Peoria & Hannibal RR., tax free:	800,000	8	J. & J.	"	1889
Ottawa, Oswego & Fox R. V.:	800,000	8	J. & J.	"	1889
Ill. & Grand Trunk RR. (44 m.):	960,000	8	J. & J.	"	1889
Quincy & Warsaw RR. (40 m.):	1,000,000	8	J. & J.	Boston.	1879
Keokuk & St. P. 1st M. S. F. tax free:					
Chicago, Cin. & Louis. (Feb. '71):	1,000,000	7	J. & J.	New York	1887
1st Mortgage:					
Chic. & Dan. & Vinc. (Jan. 1, '70):	18,000,000	7	A. & O.	New York	1909
1st Mortgage (gold) sinking fund:					
Chicago, Iowa & Neb. (Jan. 1, '70):	591,500	7	J. & J.	New York	1890
2d Mort., guaranteed, 1860:	215,000	7	F. & A.	"	1892
Chicago & Milwaukee (June 1, '69):	397,000	7	M. & N.	New York	1874
1st Mort. (C. & M. RR., 45 miles):	182,000	7	Var.	"	1874
2d Mort. (C. & M. RR., 40 miles):	1,129,000	7	J. & J.	"	1896
1st Mort. (C. & M. RR., 85 miles):					
Chic. & Mich. Lake Sh. (Jan. '71):	3,000,000	8	J. & J.	"	1896
1st Mortgage:					
Chicago & Northw. (Jan. 1, '70):	1,249,500	7	F. & A.	New York	1888
Preferred Skg Fund (on 193 m.):	755,000	7	M. & N.	"	1888
Interest Bonds (fund. coupons):	3,782,500	7	F. & A.	"	1888
1st Mortgage (general):	181,000	7	F. & A.	"	1888
Extension Bonds:	1,407,000	7	M. & N.	"	1888
2d Mort. (Gal. & Chic. Un. RR.):	985,000	7	J. & J.	"	1884
Mississippi River Bridge (20 m.):	200,000	7	J. & J.	"	1884
Elgin and State RR. (Burr. & O.):	985,000	7	M. & S.	"	1888
1st Mortgage (Penninsula RR.):	825,000	7	J. & J.	"	1888
Cons. Skg F'd B's, conv. 'till '70:	2,077,000	7	Q. & F.	"	1915
Equipment Bonds:	101,000	7	A. & O.	"	1874
Equipment Bonds:	125,000	10	J. & J.	"	1871
1st Mort. (Beloit & Madison RR):	354,000	7	J. & J.	"	1888
Winona & St. P. 1st Mort., guar:	650,000	7	J. & J.	"	1888
do do do 2d Mort., guar:	614,000	7	M. & N.	"	1888
Chicago, R. L. & Pacific (Apr. '70):	8,600,000	7	J. & J.	New York	1896
1st Mortgage (sinking fund):					
Chicago & Southwestern:	5,000,000	7	M. & N.	New York	1889
1st Mortgage (guar. by C. & P. ent):					
Chillicothe & Brunswick (July 1, '70):	500,000	8	J. & D.	New York	1889
1st Mortgage:					
Cincinnati, Ham. & Dayton (Apr. 1, '70):	1,250,000	7	M. & N.	New York	1880
2d Mortgage of 1865:	500,000	7	J. & J.	"	1888
3d Mort. '67 S. F. \$25,000 yearly:	282,000	8	J. & J.	New York	1877
Cincinnati & Indiana (May, '70):	57,000	7	J. & J.	New York	1889
1st Mortgage:	1,500,000	7	J. & J.	"	18

RAILROAD, CANAL AND MISCELLANEOUS BOND LIST.

subscribers will confer a great favor by giving us immediate notice of any error discovered in our Tables.
Pages 3 and 4 of Bonds will be published next week.

COMPANIES, AND CHARACTER OF SECURITIES ISSUED.		Amount standing		INTEREST.			Principal payable.	
For a full explanation of this Table see "Railroad Monitor," on a preceding page.		Rate.	When paid.	Where paid.	Principal payable.	For a full explanation of this Table see "Railroad Monitor," on a preceding page.		
Railroads:								
Delaware (Feb. '71).....	500,000	6	J. & J.	Philadel.	1875	Indiannap. Bloomton & West.....	8,000,000	
1st Mortgage Bonds.....	170,000	6	J. & J.	"	1875	1st Mt. (gold) Convert. tax free.....	1,500,000	
State Loan Bonds.....	100,000	6	J. & J.	"	1875	Indian Creek & Junc. (May, '79).	1,500,000	
Guaranteed Bonds.....	100,000	6	J. & J.	"	1875	1st Mortgage (gold).....	1,500,000	
Extension Mort. Bonds on 3d Mt.	100,000	6	J. & J.	"	1875	Indiannap. & Vincennes (Feb. 1, '69).	1,500,000	
Del., Lack. & Western (Nov. 1, '70).	564,000	7	J. & J.	New York	1877	1st Mortgage guar.....	1,500,000	
1st Mort. (Lack. & Western R.R.).	1,111,000	7	A. & O.	"	1881	2d Mort. guar.....	1,500,000	
1st Mort. skg f'd (East. Ext. R.R.).	1,633,000	7	M. & S.	"	1881	Indiannap. Southern (Feb. '70).	1,000,000	
2d Mort. (D. L. & West.) free	2,500,000	7	M. & N.	New York	1889	1st Mortgage, tax free.....	1,000,000	
1st Mort. L. G. (gold) 1869.....	2,500,000	7	M. & N.	New York	1889	Fronton (Nov. '69): 1st Mort.....	130,000	
Detroit & Milwaukee (Jan. 1, '71).	2,500,000	7	M. & N.	New York	1885	1st Mortgage.....	1,495,000	
1st Mortgage, convertible.....	2,500,000	7	M. & N.	New York	1885	2d Mortgage.....	400,000	
2d Mortgage.....	628,525	7	J. & J.	"	1875	1st Mt. on whole road, conv.....	3,000,000	
3d Mortgage.....	377,115	7	M. & N.	"	1875	Jameson & Frankfort (Nov. 1, '70).	4,600,000	
4th Mortgage.....	1,5, 6, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176,	6	M. & N.	N.Y. & Det.	1875	1st Mortgage.....	4,600,000	
5th Mortgage.....	150,867	6	M. & N.	N.Y. & Det.	1875	2d Mortgage.....	500,000	
6th Mortgage.....	51,000	7	M. & N.	New York	1878	Jeff. & Md. & Baltimore (Apr. '71).	397,000	
7th Mortgage.....	130,000	7	A. & O.	"	1878	1st Mort. (Ind. & Md. R.R.).	345,000	
8th Mortgage.....	250,000	7	A. & O.	"	1886	2d Mort. (Jeffersonville R.R.).	2,107,000	
9th Mortgage.....	100,000	7	F. & A.	"	1878	1st Mort. (D. M. & Ind. R.R.).	2,400,000	
10th Mortgage.....	110,000	7	M. & S.	"	1886	2d Mort. do do do	2,400,000	
11th Mortgage.....	106,901	10	Var.	"	1886	Louisville (endorsed) Bonds.....	74,000	
12th Mortgage.....	106,901	10	Var.	"	1886	Joliet & Chicago (July 1, '69):	441,000	
13th Mortgage.....	2,310,000	8	A. & O.	New York	1877	1st Mort. sinking fund guar.....	800,000	
14th Mortgage.....	4,690,000	8	A. & O.	New York	1889	Joliet & N. Indiana (July 1, '69):	800,000	
15th Mortgage.....	770,000	8	J. & J.	"	1889	1st Mortgage, guaranteed.....	1,200,000	
16th Mortgage.....	1,200,000	8	M. & N.	"	1889	2d Mortgage.....	250,000	
17th Mortgage.....	3,000,000	8	M. & N.	"	1889	1st Mortgage (Newcastle Br.)	500,000	
18th Mortgage.....	1,780,000	8	J. & D.	"	1890	Junction, Cinc. & Ind. (July 1, '69).	500,000	
19th Mortgage.....	300,000	7	J. & J.	"	1888	1st Mortgage, guar., tax free.....	300,000	
20th Mortgage.....	600,000	7	J. & J.	New York	1888	2d Mortgage, tax free.....	300,000	
21st Mortgage.....	450,000	7	A. & O.	"	1888	Kans. City, St. Jo. & C.T.B. Mar. '71:	1,400,000	
22nd Mortgage.....	89,500	7	J. & J.	New York	1888	1st Mort. St. J. C. B. (80m in Mo.)	500,000	
23rd Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st Mort. C. B. & St. J. (52m in Ia)	500,000	
24th Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st Mort. Mo. Val. & (70m) gold	1,000,000	
25th Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st Mort. do do do	1,500,000	
26th Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st Mort. of 1871 on whole line conv.	687,000	
27th Mortgage.....	1,500,000	7	J. & J.	New York	1888	2d Mort. (St. J. & C. B.) conv.....	589,500	
28th Mortgage.....	1,500,000	7	J. & J.	New York	1888	Kans. City & Santa Fe (Jan. '71):	720,000	
29th Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st Mortgage, tax free.....	720,000	
30th Mortgage.....	1,500,000	7	J. & J.	New York	1888	Kansas Pacific (Apr. '71):	6,500,000	
31st Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st Mt. (gold) f'd 1st mt. skg f'd.	2,240,000	
32nd Mortgage.....	1,500,000	7	J. & J.	New York	1888	2d Mort. (gold), 253.94 m.	4,063,000	
33rd Mortgage.....	1,500,000	7	J. & J.	New York	1888	3d Mort. (government subsidy)	600,000	
34th Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st Mort. (Leavenworth Br.)	600,000	
35th Mortgage.....	1,500,000	7	J. & J.	New York	1888	Land Gr. Mort. on 100,000 acres	1,292,000	
36th Mortgage.....	1,500,000	7	J. & J.	New York	1888	Income B'ds all issued.....	4,275,500	
37th Mortgage.....	1,500,000	7	J. & J.	New York	1888	Land Gr. B'ds on 2,000 acres	2,900,000	
38th Mortgage.....	1,500,000	7	J. & J.	New York	1888	Kalamazoo & S. Haven, (Jan. '71):	640,000	
39th Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st Mort. on 60m.....	640,000	
40th Mortgage.....	1,500,000	7	J. & J.	New York	1888	Kentucky Central (Feb. '71):	128,600	
41st Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st Mort. (Cov. & Lex.) 99 miles	794,000	
42nd Mortgage.....	1,500,000	7	J. & J.	New York	1888	2d Mort. (Cov. & Lex.) 99 miles	257,000	
43rd Mortgage.....	1,500,000	7	J. & J.	New York	1888	Lackawanna & Bloomsb. (Apr. '71):	900,000	
44th Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st Mortgage.....	500,000	
45th Mortgage.....	1,500,000	7	J. & J.	New York	1888	2d Mortgage.....	400,000	
46th Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st Mortgage (extension).....	200,000	
47th Mortgage.....	1,500,000	7	J. & J.	New York	1888	2d Mortgage (extension).....	79,252	
48th Mortgage.....	1,500,000	7	J. & J.	New York	1888	Lake Erie & Louisville (July 1, '69):	500,000	
49th Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st Mortgage.....	500,000	
50th Mortgage.....	1,500,000	7	J. & J.	New York	1888	Lake St. & Michigan South (Jan. '71):	2,000,000	
51st Mortgage.....	1,500,000	7	J. & J.	New York	1888	Bonds of October 1, 1869.....	5,256,000	
52nd Mortgage.....	1,500,000	7	J. & J.	New York	1888	2d Mort. S. fund M. S. & N. L.	2,698,000	
53rd Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st Mort. D. M. & C. R.R.	900,000	
54th Mortgage.....	1,500,000	7	J. & J.	New York	1888	2d Mort. (C. P. & A. R.R.)	500,000	
55th Mortgage.....	1,500,000	7	J. & J.	New York	1888	3d Mort. (C. P. & A. R.R.)	1,000,000	
56th Mortgage.....	1,500,000	7	J. & J.	New York	1888	Lake Shore bonds, April 1875.....	1,000,000	
57th Mortgage.....	1,500,000	7	J. & J.	New York	1888	Junction R.R. bonds, Dec. 1862.....	115,000	
58th Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st Mort. (C. & Tol. R.R.) skg f'd	2,014,000	
59th Mortgage.....	1,500,000	7	J. & J.	New York	1888	2d Mort. (C. & Tol. R.R.)	964,000	
60th Mortgage.....	1,500,000	7	J. & J.	New York	1888	Buffalo & Erie, Nov. 1869.....	1,000,000	
61st Mortgage.....	1,500,000	7	J. & J.	New York	1888	do do do	200,000	
62nd Mortgage.....	1,500,000	7	J. & J.	New York	1888	do do Sept. 1866.....	300,000	
63rd Mortgage.....	1,500,000	7	J. & J.	New York	1888	do do April 1868.....	3,000,000	
64th Mortgage.....	1,500,000	7	J. & J.	New York	1888	Dividend Bonds.....	63,000	
65th Mortgage.....	1,500,000	7	J. & J.	New York	1888	Consolid. Mortgage, 1870, coup.	397,000	
66th Mortgage.....	1,500,000	7	J. & J.	New York	1888	do do reg.....	397,000	
67th Mortgage.....	1,500,000	7	J. & J.	New York	1888	Lake Sup. & Mississippi:	4,500,000	
68th Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st Mort. (gold).....	4,500,000	
69th Mortgage.....	1,500,000	7	J. & J.	New York	1888	2d Mt., gold, 1870.....	4,500,000	
70th Mortgage.....	1,500,000	7	J. & J.	New York	1888	Leaven. Lawrence & Gal. (Jan. '71)	4,000,000	
71st Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st Mortgage.....	968,000	
72nd Mortgage.....	1,500,000	7	J. & J.	New York	1888	Lehigh & Lackawanna (Dec. '70):	3,443,000	
73rd Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st Mortgage, tax free.....	132,000	
74th Mortgage.....	1,500,000	7	J. & J.	New York	1888	Lehigh Valley (Dec. '70):	1,471,000	
75th Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st (new) Mort. (tax free) 1868.....	300,000	
76th Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st Mort. (Hazleton R.R.) 1862.....	300,000	
77th Mortgage.....	1,500,000	7	J. & J.	New York	1888	Little Miami (Feb. '71):	1,471,000	
78th Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st Mortgage.....	300,000	
79th Mortgage.....	1,500,000	7	J. & J.	New York	1888	Street Connection Bonds.....	783,300	
80th Mortgage.....	1,500,000	7	J. & J.	New York	1888	Little Schuylkill (Jan. '71):	1,471,000	
81st Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st Mortgage, sinking fund.....	1,471,000	
82nd Mortgage.....	1,500,000	7	J. & J.	New York	1888	Long Island (1870):	1,471,000	
83rd Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st Mort. (H. Point extension).....	175,000	
84th Mortgage.....	1,500,000	7	J. & J.	New York	1888	2d Mort. (Glen Cove Branch).....	150,000	
85th Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st Mortgage, new.....	1,500,000	
86th Mortgage.....	1,500,000	7	J. & J.	New York	1888	Louisv. Cin. & Lexington (July '70):	3,000,000	
87th Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st Mortgage, Cin. Branch.....	1,100,000	
88th Mortgage.....	1,500,000	7	J. & J.	New York	1888	2d Mortgage.....	1,100,000	
89th Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st Mort. Lov. & Frankfort.....	1,100,000	
90th Mortgage.....	1,500,000	7	J. & J.	New York	1888	Louisville Loan.....	100,000	
91st Mortgage.....	1,500,000	7	J. & J.	New York	1888	Consol. 1st Mort. for \$5,000,000.....	2,300,000	
92nd Mortgage.....	1,500,000	7	J. & J.	New York	1888	Macon & Brunswick (Jan. 1, '69):	10,000,000	
93rd Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st Mort. guar. by Georgia.....	10,000,000	
94th Mortgage.....	1,500,000	7	J. & J.	New York	1888	Maine Central (Jan. 1, '71):	1,100,000	
95th Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st Mt. 100,000 Loan (A. & K. R.R.)	570,000	
96th Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st Mt. Bangor L'n P. & K. R.R.)	570,000	
97th Mortgage.....	1,500,000	7	J. & J.	New York	1888	Extension Bonds, 1870 (gold).....	1,100,000	
98th Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st Mt. 100,000 Loan (gold).....	1,100,000	
99th Mortgage.....	1,500,000	7	J. & J.	New York	1888	Marietta & Cincinnati (Jan. '71):	2,450,000	
100th Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st Mortgage, dollar.....	2,450,000	
101st Mortgage.....	1,500,000	7	J. & J.	New York	1888	2d Mortgage, sterling.....	2,500,000	
102nd Mortgage.....	1,500,000	7	J. & J.	New York	1888	3d Mortgage.....	2,000,000	
103rd Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st Mort. (Scioto & Rock R.R.)	300,000	
104th Mortgage.....	1,500,000	7	J. & J.	New York	1888	Memphis & Charleston (July '70):	1,288,000	
105th Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st Mortgage.....	1,288,000	
106th Mortgage.....	1,500,000	7	J. & J.	New York	1888	2d Mortgage.....	1,000,000	
107th Mortgage.....	1,500,000	7	J. & J.	New York	1888	Tenn. State Loan.....	1,817,997	
108th Mortgage.....	1,500,000	7	J. & J.	New York	1888	Memphis & Little Rock (Jan. '70):	1,817,997	
109th Mortgage.....	1,500,000	7	J. & J.	New York	1888	1st Mort. (on road and land).....	1,817,997	
110th Mortgage.....	1,500,000	7	J. & J.	New York	1888	Arkansas State Loan.....	900,000	

Imports of Leading Articles.

The following table, compiled from Custom House returns, shows the foreign imports of certain leading articles of commerce at this port for the last week, since January 1, 1871, and for the corresponding period in 1870:

(The quantity is given in packages when not otherwise specified.)

	For the week.	Since Jan. 1, 1871.	Same time 1870.		For the week.	Since Jan. 1, 1871.	Same time 1870.
China, Glass and Earthenware	143	7,190	6,413	Metals, &c.—	100	3,932	2,429
China	819	37,430	29,218	Cutlery	123	2,843	4,168
Earthenware	192	317,418	244,088	Iron, RR bars	5,438	545,124	393,730
Glassware	915	22,470	8,969	Lead, pigs	4,278	380,626	323,793
Glass plate	195	6,625	5,710	Spelter	103,332	4,073,001	4,596,637
Buttons	76	3,510	3,101	Steel	5,031	124,266	76,464
Coal, tons	3,914	48,132	21,129	Tin, boxes	19,301	590,268	517,532
Cocoa, bags	1,261	12,383	19,283	Tin slabs, lbs.	114,716	2,323,088	2,739,100
Coffee, bags	15,973	598,306	535,566	Rags	2,744	80,753	51,861
Cotton bales	30	2,318	5,097	Sugar, hhds, tea	16,138	328,816	331,129
Drugs, &c.—	915	15,835	7,111	Sugars, boxes &	30,200	635,354	446,383
Bark, Peruvian	50	16,979	11,864	Tea	518	779,831	683,314
Bleach powders	84	37,005	11,346	Tobacco	1,075	32,976	23,208
Brimstone, tons	507	5,662	3,640	Waste	25	2,439	891
Cochineal	112	4,512	3,610	Articles reported	2,092	100,271	82,573
Cream Tartar	1,779	1,243	by value	Wines	6,367	118,875	154,380
Gambier	240	2,450	2,621	Wool, bales	2,597	37,405	18,396
Gums, crude	100	69,098	51,972	Articles reported	575	185,834	242,066
Gum, Arabic	55	30,527	26,382	Fruits, &c.—	57,550	498,549	375,477
Indigo	161	8,309	1,160	Lemons	12,301	1,126,634	788,216
Madder	140	3,320	2,850	Nuts	6,017	831,617	357,172
Oil, essential	10	6,575	3,606	Palmisins	160	357,394	467,462
Oil, Olive	106	106,380	106,380	Hides undressed	638	410	397,285
Opium	2,300	72,285	55,031	Rice	4,739	585,328	304,200
Soda, bi-carb.	46	1,267	928	Spices, &c.—	336	142	166,311
Soda, sal.	481	24,625	19,516	Cassia	26	54,410	23,108
Soda, ash	2,390	2,219	Saltpetre	4,740	130,928	226,809	
Flax	82	2,988	2,985	Woods	7,282	183,261	71,724
Furs	29	908	724	Fustic	456	181,564	192,836
Gunny cloth	16,500	457,271	299,326	Logwood	65,834	85,961	
Hemp, bales	3,257	107,403	113,441	Mahogany			

Receipts of Domestic Produce for the Week and since January 1.

The receipts of domestic produce for the week and since Jan. 1, and for the same time in 1870, have been as follows:

	This week.	Since Jan. 1.	Same time '70.		This week.	Since Jan. 1.	Same time '70.
Ashes, pkgs.	114	4,271	4,236	Oil cake, pkgs.	200	24,718	51,264
Breadstuffs	86,094	1,829,419	1,812,107	Oil, lard	470	4,231	3,124
Flour, bus.	432,082	8,137,061	9,663,958	Peasants, bales	72	42,613	57,193
Corn	1,199,061	12,599,983	3,542,041	Provisions—			
Oats	218,330	3,281,414	2,296,287	Butter, pkgs.	8,224	328,049	255,216
Rye	26,707	608,565	1,029,982	Cheese	49,956	497,747	484,573
Barley	140	27,190	27,190	Catmeats	1,125	115,508	73,441
Grass seed	1,127	93,553	39,086	Eggs	4,517	280,839	195,550
Beans	90,811	146,163	146,163	Pork	341	152,314	73,301
Peas	1,659	123,431	44,759	Beef, pkgs.	39	35,772	55,217
Cotton bales	6,932	610,634	410,844	Lard, pkgs.	3,938	149,701	28,026
Hemp, bales	121	1,832	2,090	Lard, kegs	697	13,705	15,501
Hides	15,618	254,364	289,319	Rice, pkgs.	63	12,370	13,128
Hops	857	27,635	21,236	Starch	5,255	143,534	147,188
Leather, sales	94,932	1,888,689	1,470,335	Stearins	69	12,782	7,442
Molasses bales	41,733	12,804	12,804	Sugar, hhds, &c.	7	17,501	30,907
Nava Stores	98	3,397	5,132	Tobacco, pkgs.	6,514	144,019	88,491
Spirits turp.	805	32,223	39,810	Cobnuts, hhds.	3,996	66,161	49,610
Roan	9,301	268,281	357,894	Whiskey, bbls.	2,915	95,393	125,229
Tar	19	423	423	Wool, bales	5,046	85,095	75,973
Pitch	409	2,012	2,012	Dressed hogs No.	90,114	65,476	

COTTON.

FRIDAY, P. M., July 28, 1871.

By special telegrams received by us to-night from the Southern ports, we are in possession of the returns showing the receipts, exports, &c., of cotton for the week ending this evening July 28. From the figures thus obtained it appears that the total receipts for the seven days have reached 10,900 bales against 10,661 bales last week, 15,386 bales the previous week, and 18,468 bales three weeks since, making the total receipts since the first of September 1870, 3,967,247 bales against 2,849,096 bales for the same period of 1869-70, showing an increase since September 1 this year of 1,118,151 bales. The details of the receipts for this week (as per telegraph) and the corresponding week of 1870 are as follows:

RECEIPTS			RECEIPTS		
Rec'd this week at—	1871.	1870.	Rec'd this week at—	1871.	1870.
New Orleans.... bales	4,513	1,468	Florida.....bales.	17	17
Mobile	673	202	North Carolina	193	470
Charleston	895	705	Virginia	578	470
Savannah	834	1,500	Total receipts.....	10,900	6,612
Texas	1,584	259	Increase this year.....	4,288	
Tennessee	1,515	1,938			

The exports for the week ending this evening reach a total of 5,314 bales, of which 5,314 were to Great Britain, none to France, and none to rest of the Continent, while the stocks as made up this evening, are now 156,002 bales. Below we give the exports and stocks for the week, and also for the corresponding week of last season, as telegraphed to us from the various ports to-night.

	Exported to—	Total this week.	Same w'k 1870.	Stock.
Week ending July 28.	G. Brit	Cont'n't	1871.	1870.
New Orleans	3,641	...	3,641	7,042
Mobile	...	...	...	46,271
Charleston	...	...	...	8,405
Savannah	...	...	...	2,582
Texas	...	...	...	5,132
New York	1,673	...	1,673	2,571
Other ports	...	...	...	68,461
Total	5,314	...	5,314	9,618
Total since Sept. 1	2,319,239	764,323	3,083,762	2,169,512

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is a decrease in the exports this week of 4,290 bales, while the stocks to-night are 40,837 bales more than they were at this time a year ago. The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to July 21, the latest mail dates. We do not include our telegrams to-night, as we cannot insure the accuracy or obtain the detail necessary by telegraph.

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO				North- ern Ports.	Stock.
	1870.	1869.	Great Britain	France	Other For'gn	Total.		
New Orleans	1426,198	1136,151	796,413	113,491	390,229	1,299,873	2,8561	48,800
Mobile	397,781	302,295	243,487	...	42,154	285,641	21,717	5,641
Charleston	344,326	239,326	138,144	...	40,546	178,690	172,720	8,661
Savannah	728,457	481,794	350,556	7,852	105,433	467,491	261,290	6,644
Texas	304,985	335,222	175,255	5,837	28,409	204,841	64,863	17,496
New York	245,534	130,872	582,378	6,165	55,387	643,825	61,760	1,670
Florida	12,620	21,433	...	...	...	...	...	1,742
North Carolina	91,254	57,139	...	...	...	...	...	70
Virginia	337,758	189,264	5,310	...	...	5,310	381,211	1,287
Other ports	72,341	68,727	24,787	...	...	24,787	...	9,000
Total this year	3956,347	...	2313,925	132,835	682,125	3,128,885	1191,721	157,975
Total last year	...	2867,724	1442,211	344,949	342,592	129,752	903,897	121,280

The market the past week has been very quiet, and prices for all but the poorer grades have given away about 1/2c. Middingling Upstairs closing to-night at 20 1/2c. against 21c. last Friday. This unfavorable turn has been due mainly to the less favorable Liverpool accounts, and increased by the weight of our stock, which is so large that there is a growing disposition, very natural toward the close of the crop year, to offer with more freedom. Crop accounts appear on the whole to be favorable, and if they continue so another month or six weeks it is feared that the new crop will come in so freely as to force prices below the present level. Besides, from the receipts, it would appear that the old crop is in considerable supply yet. In view of these facts there has not been for many days the same confidence among holders observable during previous weeks, and yet there has been an unwillingness until to-day to make any considerable concession to realize. What we have said applies especially to the better grades, which are in large supply, and as our spinners are pretty well stocked up, the demand has been limited. For forward delivery there has been a fair business doing, and prices for the Autumn and Winter months have been pretty well sustained until to-day, but at the close prices for all the months were off from about 1 1/2c. Low Middling closed to-night at 18 1/2c for July, 18 1/2c for August, 18 1/2c for September, 18 1/2c for October, 18 1/2c for November, 18 1/2c for December, 18 1/2c for January, and 18 1/2c for February and March. The total sales of this description for the week are 62,650 bales, including — free on board. For immediate delivery the total sales foot up this week 10,700 bales, including 2,314 for export, 4,476 for consumption, 60 for speculation, and 3,650 in transit. Of the above 689 bales were to arrive. The following are the closing quotations:

	Upland and Florida.	Mobile.	New Orleans.	Texas.
Ordinary	15 1/2c	15 1/2c	15 1/2c	15 1/2c
Good Ordinary	16 1/2c	16 1/2c	16 1/2c	16 1/2c
Low Middling	17 1/2c	17 1/2c	17 1/2c	17 1/2c
Middling	18 1/2c	18 1/2c	18 1/2c	18 1/2c
Good Middling	19 1/2c	19 1/2c	19 1/2c	19 1/2c

Below we give the total sales of cotton and price of Uplands at this market each day of the past week:

	Total sales.	Ordinary.	Good Ordinary.	Low Middling.	Middling
Saturday	1,219	15 1/2c	17 1/2c	19 1/2c	20 1/2c
Monday	1,807	15 1/2c	17 1/2c	19 1/2c	20 1/2c
Tuesday	1,807	15 1/2c	17 1/2c	19 1/2c	20 1/2c
Wednesday	1,300	15 1/2c	17 1/2c	19 1/2c	20 1/2c
Thursday	1,266	15 1/2c	17 1/2c	19 1/2c	20 1/2c
Friday	3,021	15 1/2c	17 1/2c	19 1/2c	20 1/2c

For forward delivery the sales (including — free on board) have reached during the week 62,650 bales (all low middling or on the basis of low middling), and the following is a statement of the sales and prices:

For July.	For October.
bales. cts.	bales. cts.
1,300.....18 1/2	750.....18 1/2
200.....19	400.....18 1/2
200.....19 1/2	1,300.....18 1/2
100.....19 1/2	1,000.....18 1/2
900.....19 1/2	300.....18 1/2
300.....19 1/2	1,300.....18 1/2
100.....19 1/2	2,800.....19
100.....19 1/2	1,000.....19 1/2
100.....19 1/2	800.....19 1/2
2,200 total July.	9,750 total Octob'r.
For August.	For November.
1,400.....18 1/2	600.....18 1/2
500.....18 1/2	100.....18 1/2
3,100.....19 1/2	800.....18 1/2
1,800.....18 1/2	200.....18 1/2
1,400.....19 1/2	1,200.....18 1/2
1,400.....19 1/2	400.....18 1/2
1,500.....19 1/2	200.....19
3,400.....19 1/2	3,500 total Nov'r.
2,400.....19 1/2	For December.
4,000.....19 1/2	400.....18 1/2
300.....19 1/2	21,600 total Sept.

The following exchanges have been made during the week:

800 August for 800 September, even terms.
300 July for 300 August, even terms.
1-1/2c. paid to exchange 300 August for 300 September.
1/2c. paid to exchange 200 December for 200 October.
5-1/2c. paid to exchange 300 December for 300 October.
1/2c. paid to exchange 100 October for 100 September.

WEATHER REPORTS BY TELEGRAPH.—Our telegrams, although there has been rain in some sections, generally indicate an improving condition of the crop. The excessive dry weather complained of in our last week's dispatch from Galveston has been followed this week by delightful showers, which are supposed to have extended over a large surface. Our correspondent states that he hears some complaints of caterpillars, but thinks they are of

little importance. Thermometer has averaged 86. There has been a continuance of the wet sultry weather reported for several weeks at New Orleans, rain having fallen on four or five days of the week; but we presume the storms did not extend inland to any great distance, as the crop reports are said to be more favorable. At Selma and Montgomery, Alabama, and at Columbus, Georgia, the weather has been dry and warm all the week. At Macon it has rained on one day, and at Charleston no rain is reported, but our dispatches from both Macon and Charleston state that it has been unusually cold. The thermometer at Selma has averaged 85, at Montgomery 87, at Columbus 82, at Macon and Charleston 78. From Memphis we learn it has rained on three days, and the balance of the week has generally been cloudy. It has also been remarkably cold at this point, the thermometer averaging 73; still it is stated that no harm as yet resulted from the rain and cold. Our Nashville report continues very favorable. The plant is said to have developed finely, with an unusual abundance of bolls.

NEW COTTON.—Our weather and crop reports have, from week to week, indicated extremely favorable conditions for the rapid progress of the cotton plant in Texas. We now have additional evidence to the same effect in the new cotton which is arriving from that State. Last year the first two bales were received at New Orleans on the 28th of July, one from Brownsville, Texas, and the other from the Rio Grande, about thirty-five miles from Brownsville. Both of these bales arrived in this city and were sold on the 7th of August, the one at 35c. and the other at 34½c. This year the first two bales were received, one at Galveston, July 21, from Columbus, Texas, and the other at Indianola, Texas, July 22. The Galveston bale has arrived in this city, and was sold to-day at 43c. to Messrs. Botassi & Co., and they have shipped it on the Cunard steamer "Calabria," which leaves to-morrow, consigned to Messrs. B. Georgala & Co., Liverpool. Judging, then, from the receipt of these first bales, the cotton crop in Texas is one week in advance of last year.

CARE IN PICKING, CLEANING, AND PACKING COTTON.—The importance of using great care in preparing cotton for market is well illustrated by the history of a single bale of four hundred and forty-three pounds, which was sold the past week at 50 cents per pound. It seems that this cotton was raised by W. B. McShaw, on his plantation in Lee county, Mississippi. After being picked, it was taken into his parlor, where it was carefully cleaned of seeds, sand, leaf, bark, and other impurities by Mrs. and Miss McShaw. It was sent to the agricultural fair at St. Louis last October, and received the first premium, \$500, for the best bale of short staple cotton. It being also entered at the same fair for the \$1,000 prize, sweepstakes, for the best bale of either long or short staple, it won that too. Mr. McShaw then presented it to the Southern Educational Society, and by that society it was sent to the St. Louis Corn Exchange for sale. It brought thirty cents per pound, and was then presented again to the same society, who sold it at twenty-five cents per pound and afterwards for thirty-eight cents. The society once more received it as a donation, and raffled it for \$1,000; sold it twice after that for prices not quoted, and at last disposed of it to Messrs. Shyrock & Rowland, of St. Louis. It was then sent to the New York Cotton Exchange, and was exhibited by the well-known firm of Norton, Slaughter & Co., for whom it was sold at the price given above, fifty cents, to Mr. Jonathan Earl, Treasurer of the Norfolk and New Brunswick Hosiery Company, at New Brunswick, N. J. It is the intention of that company to manufacture the bale, making out of a portion of it some garments for Mrs. and Miss McShaw. It is possible that the fancy price paid for this cotton may stimulate Southern producers to improve their methods of cleaning and packing until they obtain similar results. The different prizes won and prices paid for this bale have been such that in the aggregate an average of \$7 50 has been realized for each pound.

GUNNY BAGS, BAGGING, &c.—During the past week cloth has been in moderate demand, and prices for Native are without any important change since our last, although Domestic is well sold up and the mills are kept busy delivering on former contracts. The sales here and in Boston are 350 bales per "Lucy S. Wills," at 16½c.; 500 bales at 16½c.; 140 bales on spot at 16c., cash, and 125 bales at 17c., 60 days. Bags are quiet and have ruled so throughout the week, closing somewhat nominal at 14½c. for 440s. Manila Hemp opened the week with a quiet market at 11@11½c., gold, but at the close, owing to the receipt of the news of the destruction of one of the principal producing islands, an active demand sprung up, and the sales, nearly all made to-day, are 17,000 bales on spot and to arrive, here and in Boston, closing at 12½c., gold, paid, and 12½@13c. asked. Jute Butts are in light demand, but prices are pretty firm. Sales are 670 bales per "Lucy S. Wills," part at 4c., cash, and part at 4c., 60 days, adding interest after 30 days; also, 100 bales to arrive per "Cherwell," at 4c., all currency. Jutes quiet, and we have only 100 bales here to report at 6½c., currency, and 300 bales in Boston on private terms.

MOVEMENTS OF COTTON AT THE INTERIOR PORTS.—Below we give the movements of cotton at the interior ports—receipts and shipments for the week, and stock to-night and for the corresponding week of 1870:

	Week ending July 28, 1871.			Week ending July 28, 1870.		
	Receipts.	Shipments.	Stock.	Receipts.	Shipments.	Stock.
Augusta.....	506	559	3,850	268	1,003	3,429
Columbus.....	125	72	2,010	71	271	2,580
Macon.....	43	173	1,588	97	284	3,825
Montgomery....	126	226	1,995	66	194	2,790
Selma.....	78	88	667	49	63	1,700
Memphis.....	1,260	1,168	4,893	387	1,234	6,465
Nashville.....	153	342	876	26	295	3,434
	2,291	2,638	15,879	964	3,344	24,223

The above totals show that the interior stocks have decreased during the week 337 bales, and are to-night 8,344 bales less than at the same period last year. The receipts have also been 1,327 bales in excess of same week last year.

VISIBLE SUPPLY OF COTTON.—The following table shows the quantity of cotton in sight at this date of each of the two past seasons:

	1871.	1870.
Stock in Liverpool.....	699,000	589,000
Stock in London.....	80,062	29,734
Stock in Glasgow.....	700	400
Stock in Havre.....	79,440	148,810
Stock in Marseilles.....	23,200	10,300
Stock in Bremen.....	59,149	23,317
Stock rest of Continent.....	65,000	35,000
Afloat for Great Britain (American).....	59,000	59,000
Afloat for France (American and Brazil).....	43,108	17,810
Afloat for Bremen (American).....	15,572	452
Total Indian Cotton afloat for Europe*.....	607,530	496,903
Stock in United States ports.....	156,002	115,165
Stock in inland towns.....	15,879	24,223
Total.....	1,903,642	1,550,113

*This item includes all India cotton afloat for Europe, and also all cotton afloat for Liverpool other than American.

These figures indicate an *increase* in the cotton in sight to-night of 353,529 bales compared with the same date of 1870. According to a request from a correspondent in this city, we to-day obtained by telegraph the stock of cotton at Providence, which, of course, is not included in the above. The figures are as follows: Thirty thousand bales to-day against ten thousand bales the same date last year. We notice that the Associated Press dispatches give the present stock 37,000 bales.

Below we give our usual table of exports from New York for the week:

Exports of Cotton (bales) from New York since Sept. 1, 1870

EXPORTED TO	WEEK ENDING				Total to date.	Same time prev. year.
	July 1.	July 8.	July 15.	July 22.		
Liverpool.....	826	216	619	1,368	570,174	316,482
Other British ports.....	.....	.....	.....	.....	12,199	1,498
Total to Gt. Britain	826	216	619	1,368	582,373	317,980
Havre.....	.....	.....	.....	.....	5,560	17,734
Other French ports.....	.....	.....	.....	.....	605	3
Total French.....	.....	.....	.....	.....	6,165	17,737
Bremen and Hanover.....	.....	.....	.....	.....	20,926	36,773
Hamburg.....	.....	.....	.....	.....	6,879	19,141
Other ports.....	.....	.....	.....	.....	21,306	5,578
Total to N. Europe......	.....	.....	.....	.....	52,111	61,492
Spain, Oporto & Gibraltar &c.....	.....	.....	.....	.....	2,463	1,809
All others.....	.....	.....	.....	.....	763	.....
Total Spain, &c......	.....	.....	.....	.....	3,226	1,809
Grand Total	826	216	619	1,368	643,875	399,01

The following are the receipts of cotton at New York, Boston Philadelphia and Baltimore for the last week, and since Sept. 1, 1870

RECEIPTS FROM	NEW YORK.		BOSTON.		PHILADELPHIA		BALTIMORE.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
New Orleans.....	.....	139,961	4,683	50,338	.....	6,756	.....	426
Texas.....	2,240	44,721	.....	14,849	.....	2,789	.....	14,295
Savannah.....	2,673	190,836	.....	40,939	572	18,559	.....	433
Mobile.....	.....	13,328	.....	10,373	.....	.....	.....	.....
Florida.....	.....	1,742	.....	.....	.....	.....	.....	.....
South Carolina.....	1,388	143,980	.....	4,839	355	9,888	42	13,214
North Carolina.....	69	63,118	.....	830	.....	5,623	33	5,633
Virginia.....	395	502,188	1,237	58,071	.....	69	5	54,275
Northwestern Ports.....	.....	13,915	1,150	92,499	.....	.....	.....	1,108
Tennessee, &c.....	983	247,579	68	15,304	125	17,639	397	39,395
Foreign.....	.....	.....	.....	354	.....	.....	.....	52
Total this year	7,850	1,061,868	7,138	288,996	1,052	61,623	542	128,836
Total last year	8,374	721,158	4,611	236,549	707	51,371	618	92,159

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 22,196 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in THE CHRONICLE last Friday, except Galveston, and the figures for that port are the exports for two weeks back. With regard to New York, we include the manifests up to last Saturday night: Total bales. NEW YORK—To Liverpool, per steamers Minnesota, 232... Java, 76... Abyssinia, 102... per ships Jessore, 69... Emerald Isle, 68... Neptune, 417... Cultivator, 404... 1,368 NEW ORLEANS—To Liverpool, per ships Empire, 1,676... Preston, 2,678 per bark Waverly, 1,602... 5,956 To Havre—per ships Reunion, 3,444... Atmosphere, 3,005... 6,449 To Amsterdam—per bark W. G. Putnam, 1,394... and 14 Sea Island 80 CHARLESTON—To Liverpool, per bark Vinco, 66... 66 To Malaga—per bark Carmen, 552 Upland... 532 TEXAS—To Liverpool, per ship Lord Dalhousie, 2,414... per barks Jane Young, 1,230... Weser, 1,211... La Plata, 1,642... *6,497 Total..... 22,196

*In our shipping news of last week we gave only one vessel (with 2,517 bales) as sailing from Galveston for the week ending the 8th of July, some of our Galveston papers having failed to reach us. There were other shipments to Liverpool that week from that port (about 1,883 bales additional), but we are still unable to state in what vessel or vessels.

The particulars of these shipments, arranged in our usual form are as follows:

	Liverpool.	Havre.	Amsterdam.	Malaga.	Total.
New York.....	1,368			....	1,368
New Orleans.....	5,936	6,449	1,394	....	13,699
Charleston.....	80			552	632
Texas.....	6,497	....	....	....	6,497
<hr/> Total.....	<hr/> 13,901	<hr/> 6,449	<hr/> 1,394	<hr/> 552	<hr/> 22,196

GOLD, EXCHANGE AND FREIGHTS.—Gold has fluctuated the past week between 11½ and 112½, and the close was 112. Foreign Exchange market is lower. The following were the last quotations: London bankers', long, 109¼@110; short, 110¼@110½; and Commercial, 109½@109½. Freight closed at 4d. by steam and 5-3d. by sail to Liverpool, 1d gold by steam and 4d by sail to Havre, and 5-16d by steam to Hamburg.

BY TELEGRAPH FROM LIVERPOOL.—

LIVERPOOL, July 28.—5 P. M.—The market opened quiet and closed flat, with sales amounting to 8,000 bales, including 1,000 bales for export and speculation. The sales of the week have been 78,000 bales, of which 8,000 bales were taken for export and 15,000 bales on speculation. The stock in port is 639,000 bales, of which 380,000 bales are speculation. The stock of cotton at sea bound to this port is 461,000 bales, of which 59,000 bales are American.

	July 7.	July 14.	July 21.	July 28.
Total sales.....	122,000	127,000	69,000	78,000
Sales for export.....	14,000	8,000	10,000	8,000
Sales on speculation.....	33,000	38,000	16,000	15,000
Total stock.....	715,000	660,000	650,000	629,000
Stock of American.....	424,000	392,000	385,000	380,000
Total afloat.....	444,000	488,000	490,000	464,000
American afloat.....	103,000	93,000	80,000	59,000

The following table will show the daily closing prices of cotton for the week:

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Price Mid. Uplands.	9 1/2 @...	9 1/2 @...	9 @9 1/2	9 @9 1/2	9 @9 1/2	9 @...
" Orleans..	9 1/2 @...	9 1/2 @...	9 1/2 @9 1/2	9 1/2 @9 1/2	9 1/2 @9 1/2	9 1/2 @...
" Up. to arrive.	@...	@...	@...	@...	@...	@...

Trade Report—The market for yarns and fabrics at Manchester is less favorable.

Trade Report—The market for yarns and fabrics at Manchester is less favorable.

EUROPEAN AND INDIAN COTTON MARKETS.—In reference to these markets our correspondent in London, writing under the date of July 15, states:

LIVERPOOL, July 15.—The following are the prices of American cotton compared with those of last year:

	Ord. & Mid.		F. & d. fair		G. d. & fair		Same date 1870.	
							Mid. Fair.	Good.
Sea Island.....	23	23	29	34	38	46	18	21
Stained.....	13	19	22	24	27	32	18	21
	Ord. G. Mid. L.	Ord. G. Mid. L.	Ord. G. Mid. L.	Ord. G. Mid. L.	Ord. G. Mid. L.	Ord. G. Mid. L.	Ord. G. Mid. L.	Ord. G. Mid. L.
Uplands.....	7%	8%	8%	9	9%	9%	9%	10%
Mobile.....	7%	8%	8-16	9-16	9%	9%	9%	10%
N. Orleans & Texas	7%	8%	8%	9%	9%	9%	9%	10%

The following are the prices of middling qualities of cotton at this date and at the corresponding periods in the three previous years:

	1868.	1869.	1870.	1871.		1868.	1869.	1870.	1871.
Midland	d.	d.	d.	d.	Midland	d.	d.	d.	d.
Sea Island 24	25	18	23		Pernambuco	10 $\frac{1}{2}$	12 $\frac{3}{4}$	9 $\frac{3}{4}$	8 $\frac{1}{2}$
Upland.....11 $\frac{1}{8}$	12 $\frac{1}{2}$	9 $\frac{1}{2}$	9		Egyptian....	9 $\frac{1}{2}$	10 $\frac{3}{4}$	7 $\frac{3}{4}$	8
Mobile.....11 $\frac{1}{2}$	12 $\frac{1}{2}$	9 $\frac{1}{2}$	9 11-16		Brouch.....	8	9 $\frac{1}{2}$	6 $\frac{3}{4}$	5 $\frac{1}{2}$
Orleans.....11 $\frac{1}{2}$	12 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$		Dhollerah....	8	9	6 $\frac{3}{4}$	6 $\frac{1}{2}$

Since the commencement of the year the transactions on speculation and for export have been :

	Taken on spec. to this date—			Actual—	Actual
	1871, bales.	1870, bales.	1869, bales.	Liv., Hull & other outputs to date—	exp't from U. K. in 1870.
American...	221,669	127,390	124,639	263,674	123,700
Brazilian...	67,570	7,730	25,650	36,422	48,050
Egyptian...	19,910	4,860	14,380	7,607	7,900
W. Indian...	6,710	810	610	4,266	12,480
E. Indian...	53,780	71,790	184,070	179,171	447,300
Total....	369,630	212,540	319,340	491,262	658,180

The following statement shows the sales and imports of cotton for the week and year, and also the stocks on hand on Thursday evening last:

SALES, ETC., OF ALL DESCRIPTIONS.

Sales this week.

Total

Same

Average

Trade.

Ex- port.

Specula- tion.

Total.

this year.

period 1870.

weekly sales, 1870.

American .baies.

42,650

2,610

19,560

64,820

1,478,780

902,060

43.00, 28,460

Brazilian.

37,510

1,000

15,580

34,090

258,570

183,220

5,170, 5,080

Egyptian.

5,590

160

1,050

6,240

136,380

83,050

4,870, 3,750

West Indian, &c.

4,300

130

510

4,940

58,360

24,600

1,540, 630

East Indian.

10,970

3,870

1,350

16,200

498,220

534,810

9,240, 11,080

Total.

80,960

7,770

38,250

126,980

2,434,640

1,745,390

63,850, 49,000

Imports.		Stocks.	
1902	1,100,000	1,100,000	1,100,000
1903	1,200,000	1,200,000	1,200,000
1904	1,300,000	1,300,000	1,300,000
1905	1,400,000	1,400,000	1,400,000
1906	1,500,000	1,500,000	1,500,000
1907	1,600,000	1,600,000	1,600,000
1908	1,700,000	1,700,000	1,700,000
1909	1,800,000	1,800,000	1,800,000
1910	1,900,000	1,900,000	1,900,000
1911	2,000,000	2,000,000	2,000,000
1912	2,100,000	2,100,000	2,100,000
1913	2,200,000	2,200,000	2,200,000
1914	2,300,000	2,300,000	2,300,000
1915	2,400,000	2,400,000	2,400,000
1916	2,500,000	2,500,000	2,500,000
1917	2,600,000	2,600,000	2,600,000
1918	2,700,000	2,700,000	2,700,000
1919	2,800,000	2,800,000	2,800,000
1920	2,900,000	2,900,000	2,900,000
1921	3,000,000	3,000,000	3,000,000
1922	3,100,000	3,100,000	3,100,000
1923	3,200,000	3,200,000	3,200,000
1924	3,300,000	3,300,000	3,300,000
1925	3,400,000	3,400,000	3,400,000
1926	3,500,000	3,500,000	3,500,000
1927	3,600,000	3,600,000	3,600,000
1928	3,700,000	3,700,000	3,700,000
1929	3,800,000	3,800,000	3,800,000
1930	3,900,000	3,900,000	3,900,000
1931	4,000,000	4,000,000	4,000,000
1932	4,100,000	4,100,000	4,100,000
1933	4,200,000	4,200,000	4,200,000
1934	4,300,000	4,300,000	4,300,000
1935	4,400,000	4,400,000	4,400,000
1936	4,500,000	4,500,000	4,500,000
1937	4,600,000	4,600,000	4,600,000
1938	4,700,000	4,700,000	4,700,000
1939	4,800,000	4,800,000	4,800,000
1940	4,900,000	4,900,000	4,900,000
1941	5,000,000	5,000,000	5,000,000
1942	5,100,000	5,100,000	5,100,000
1943	5,200,000	5,200,000	5,200,000
1944	5,300,000	5,300,000	5,300,000
1945	5,400,000	5,400,000	5,400,000
1946	5,500,000	5,500,000	5,500,000
1947	5,600,000	5,600,000	5,600,000
1948	5,700,000	5,700,000	5,700,000
1949	5,800,000	5,800,000	5,800,000
1950	5,900,000	5,900,000	5,900,000
1951	6,000,000	6,000,000	6,000,000
1952	6,100,000	6,100,000	6,100,000
1953	6,200,000	6,200,000	6,200,000
1954	6,300,000	6,300,000	6,300,000
1955	6,400,000	6,400,000	6,400,000
1956	6,500,000	6,500,000	6,500,000
1957	6,600,000	6,600,000	6,600,000
1958	6,700,000	6,700,000	6,700,000
1959	6,800,000	6,800,000	6,800,000
1960	6,900,000	6,900,000	6,900,000
1961	7,000,000	7,000,000	7,000,000
1962	7,100,000	7,100,000	7,100,000
1963	7,200,000	7,200,000	7,200,000
1964	7,300,000	7,300,000	7,300,000
1965	7,400,000	7,400,000	7,400,000
1966	7,500,000	7,500,000	7,500,000
1967	7,600,0		

	This week.	To this date 1871.	To this date 1870.	This day.	Same date 1870.	Dec. 31, 1870.
American.....	1,388	1,737,338	1,092,228	1,555,091	392,060	380,770
Brazilian.....	6,358	269,172	210,130	390,564	130,970	69,050
Egyptian.....	1,780	159,845	98,805	191,737	58,720	44,090
W. Indian, &c.	2,709	49,780	26,702	84,720	26,160	11,720
East Indian....	3,777	306,502	248,367	902,139	62,700	147,480
Total.....	25,412	2,534,632	1,802,846	3,252,282	660,640	592,610
						378,720

Of the present stock of cotton in Liverpool 59 per cent is American against 54 per cent last year. Of Indian cotton the proportion is 9.50 per cent, against nearly 25 per cent.

LONDON, July 15.—The cotton trade is firm, and prices are rather higher. The following are the particulars of imports, deliveries and stocks :

	1869. bales.	1870. bales.	1871. bales.
Imports, January 1 to July 13.....	145,664	79,262	138,692
Deliveries.....	237,323	171,772	126,454
Stocks, July 13.....	53,864	29,734	80,062

BREADSTUFFS.

FRIDAY P. M., July 28, 1871.

The whole market has been very unsettled and irregular, during the past week. The abnormal features peculiar to the termination of a crop year have seldom been more conspicuously displayed than at the present time.

The receipts of flour have been liberal, but a large proportion of the supplies have been from new Winter Wheat; these have been dull and depressed, but flours from Spring Wheat, and especially good shipping extras, have been scarce and wanted, and with an advance of sixpence in Liverpool, have advanced 15@25c. per bbl. Thus while prime extra State brought \$6 yesterday, good family brands were to be had in abundance at \$7@7 25. The receipts of all grades have been less liberal towards the close, and to-day the market was again higher—lines of fair to prime shipping extras selling at \$5 80@6 05; Superfine advancing 25c. per bbl., and Southern shipping extras were salable at \$6@6 50.

The receipts of Spring Wheat, both here and at the West, have become quite small, and with a better and rather pressing export demand, prices have advanced 3@4c. per bush., with a considerable reduction effected in stocks on hand. But the new crop of Winter Wheat is being marketed quite freely; it will be seen that receipts at Baltimore, Toledo and St. Louis are quite liberal, even at the low prices current. The sales in this market have been at about the prices of Spring Wheat; thus yesterday No. 2 and No. 1 Spring sold at \$1 40@1 43; new White and Amber Winter, \$1 40@1 44, at which prices exporters have been able to buy pretty freely.

To-day there was some depression, under peremptory orders to sell and ocean freights being rather firmer. Fair to prime Spring sold at \$1 35@1 42; Red and Amber Winter, \$1 36@1 44, the latter for old, with choice new selling at \$1 46.

Corn has fluctuated daily, almost hourly; receipts have been large, but have been met by a brisk local demand for speculation and consumption, and the chief depressing influence has been the matter of ocean freights; scarcity of room and high rates have checked shipments. To-day prime mixed opened at 69c. and closed at 68c.; yellow, however, was firmer at 73c.

Rye is still dull and nearly nominal. Barley and Peas out of market. Barley Malt not active, but has a steady sale at full prices.

Oats were depressed to 60@61c. for ordinary Western cargoes, under a pressure to close out the stock in store, but they quickly recovered to 63@63½c., but to-day the market closed at 62@62½c. for Western, and 69c. for white Ohio afloat.

The following are the closing quotations:

Flour, superfine, 48 lbs.	\$5 00	5 40	Wheat, Spring, new, bush	\$1 30	1 42
Extra State, 48 lbs.	5 70	6 10	Red Winter	1 30	1 42
Extra Western, com-			Amber do	40	1 46
mon, 56 lbs.	5 60	6 00	White	1 40	1 46
Extra and double extra			White California	—	—
Western & St. Louis,	6 25	6 50	Corn, Western Mix'd,	68	69
Southern shipp'g extras,	6 00	6 25	Yellow, new	71	73
Southern, trade and			White	—	—
extra, 48 lbs.	7 00	8 75	Rye	85	1 00
Rye Flour, super & extra	4 25	5 50	Barley	—	69
Corn Meal, Western and			Malt	1 20	1 40
Southern,	3 60	4 20	Peas, Canada	1 05	1 25

The movement in breadstuffs at this market has been as follows

	RECEIPTS AT NEW YORK.				EXPORTS FROM NEW YORK.			
	1871.		Sales.		1871.		1870.	
	For the week.	Since Jan. 1.	time Jan. 1.	1870.	For the week.	Since Jan. 1.	For the week.	Since Jan. 1.
Flour, bbls.	86,094	1,829,448	1,842,107	34,018	1,016,837	29,170	1,019,305	
C. meal, "	1,659	123,431	144,759	2,906	73,024	1,263	45,758	
Wheat, bush.	432,032	8,137,064	9,663,358	665,452	9,499,326	457,781	9,575,151	
Corn, "	1,199,061	12,319,983	14,000,000	439,509	5,604,023	4,400	321,307	
Rye.		62,505	276,604	...	49,018	...	65,734	
Barley, &c	26,707	608,585	1,029,882	...	81,896	...	...
Oats	248,830	3,382,414	2,996,887	...	13,653	...	12,999	

The following tables, prepared for THE CHRONICLE by Mr. E. H. Walker, of the New York Produce Exchange, show the Grain in sight and the movement of Breadstuffs to the latest mail dates

RECEIPTS AT LAKE AND RIVER PORTS FOR THE WEEK ENDING JULY 22, 1871.						
	Flour. bbls. (196 lbs.)	Wheat. bush. (60 lbs.)	Corn. bush. (56 lbs.)	Oats. bush. (32 lbs.)	Barley. bush. (48 lbs.)	Rye bush. (56 lbs.)
Chicago.....	19,142	174,356	1,296,683	72,393	12,210	45,995
Milwaukee.....	14,110	207,688	19,156	18,450	2,363	9,510
Toledo.....	23,109	285,238	174,675	34,807	130	200
Detroit.....	8,686	12,699	2,747	10,126	85	....
Cleveland.....	4,875	57,960	9,960	11,870	....	....
St. Louis.....	33,430	264,295	176,595	172,170	5,168	9,099
Duluth.....	....	28,686	....	....	....	....

Totals.....	1 st	3,412	1,022,917	1,679,816	319,632	19,946	66,908
Previous week.....		98,358	393,771	1,499,029	221,354	8,809	51,718
Correspond'g week,	'70.	89,988	1,050,760	799,477	376,169	15,743	23,570
"	'69.	48,969	701,479	320,903	129,886	646	5,293
"	'68.	28,817	206,510	686,842	104,124	3,222	13,089
"	'67.	39,923	404,375	1,073,680	104,455	1,730	17,789

COMPARATIVE AGGREGATE RECEIPTS of Flour and Grain at the same ports from Jan. 1 to July 22, inclusive, for four years.

	1871.	1870.	1869.	1868.
Flour, bbls.....	2,515,519	2,806,953	3,201,538	1,900,752
Wheat, bush.....	18,636,789	21,067,393	19,901,114	9,496,810
Oats, bush.....	31,312,015	17,358,567	17,539,912	21,118,866
Corn, bush.....	7,945,445	7,556,580	7,295,112	6,463,231
Rye, bush.....	796,024	968,876	514,678	451,725
Barley, bush.....	682,448	579,946	626,893	269,947

Total grain, bush.....	58,962,721	47,561,262	45,877,794	37,800,793
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SHIPMENTS of Flour and Grain from Chicago, Milwaukee, Toledo, St. Louis, Cleveland and Duluth for the week ending July 22, 1871:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Week ending July 22, '71.	96,265	828,462	1,872,296	107,246	7,390	10,864
Week ending July 15, '71.	94,425	824,072	1,824,565	403,755	6,253	8,481
*Week ending July 23, '70.	81,105	1,190,823	1,910,710	228,210	8,903	2,968
*Week ending July 24, '69.	68,717	663,400	540,015	170,735	500	3,383

*St. Louis not included in 1869 and 1870.

COMPARATIVE SHIPMENTS from the same ports from Jan. 1 to July 22, inclusive, for three years.

	1871.	1870.	1869.	1868.
Flour.....bbls.	2,148,886	2,044,632	2,676,575	.....
Wheat.....bush.	15,478,573	16,271,427	15,473,853	.....
Corn.....bush.	27,744,427	11,161,120	11,317,880	.....
Oats.....bush.	4,634,411	3,485,692	4,590,389	.....
Barley.....bush.	375,674	402,270	192,312	.....
Rye.....bush.	307,435	810,253	561,714	.....
Total.....	48,585,450	31,073,562	33,166,057	.....

RECEIPTS OF FLOUR AND GRAIN AT SEABOARD PORTS FOR THE WEEK ENDING JULY 22, 1871.

At	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	87,700	343,111	911,700	229,065	.....	.....
Boston.....	24,911	7,945	105,111	12,476	625	.....
Portland.....	16,794	101,863	154,830	520	.....	.....
Philadelphia.....	15,870	44,300	205,600	14,100	3,000	5,800
Baltimore.....	18,493	82,000	63,000	22,000	.....	2,200
New Orleans.....	31,370	490	119,413	44,074	.....	.....

Total.....	194,338	579,709	1,559,654	322,235	3,625	8,000
Week ending July 15, '71.	164,841	778,921	1,322,065	312,182	5,623	7,350
Week ending July 8, '71.	169,691	984,168	1,431,153	246,543	8,956	16,491
Week ending July 1, '71.	160,782	1,045,491	1,569,627	352,279	1,500	3,100
Week ending June 24, '71.	153,676	993,213	1,118,910	335,040	3,050	3,400
Week ending June 17, '71.	170,363	793,564	1,284,136	315,821	10,650	9,567
Week ending June 10, '71.	177,519	1,154,875	1,300,286	584,943	10,821	22,336

* No report.

And since Jan. 1 (excepting New Orleans from Jan. 1 to March 24, inclusive), 1871:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
4,269,435	14,432,381	22,045,432	6,622,968	537,045	153,148	.....
Total Grain.....bushels.	.....	.....	43,700,074	.....	.....	.....

THE VISIBLE SUPPLY OF GRAIN, including stocks in store at the principal points of accumulation, and the amount in transit by rail and on lakes and on New York canals, July 22, 1871:

	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
In store at New York.....	432,492	945,500	150,205	.....	.....
In store at Albany.....	15,000	40,000	24,000	.....	.....
In store at Buffalo.....	273,000	1,042,000	6,190	.....	.....
In store at Chicago.....	516,293	1,132,720	61,552	33,301	.....
In store at Milwaukee.....	1,000,000	.....	.....	.....	.....
In store at Duluth.....	46,027	.....	.....	.....	.....
In store at Toledo.....	298,199	192,900	20,637	.....	.....
In store at Detroit.....	30,659	13,311	4,719	1,157	.....
*In store at Oswego.....	350,000	120,000	15,000	.....	.....
In store at St. Louis.....	85,052	78,699	20,150	770	.....
In store at Boston.....	3,159	131,233	24,057	23,581	.....
In store at Toronto, July 15.....	27,863	4,290	53,561	18,918	.....
In store at Montreal, July 15.....	317,464	71,319	5,810	2,000	.....
*In store at Philadelphia.....	95,000	60,000	21,000	2,000	.....
*In store at Baltimore.....	85,000	65,000	29,000	.....	.....
Amount on New York canals.....	541,081	2,116,158	75,813	.....	.....
Rail shipments for week.....	132,283	235,455	65,931	7,780	.....
Adopt on lakes.....	696,179	1,636,841	41,315	50	.....
Total in store and in transit July 22, '71.	4,945,754	7,888,336	656,835	90,487	.....
July 15, '71.	4,814,414	8,355,902	943,961	84,316	.....
July 23, '70.	6,752,987	4,361,100	1,905,084	202,288	.....
July 8, '71.	5,063,988	8,490,616	1,013,561	102,968	.....
July 1, '71.	5,095,267	7,493,090	1,267,331	99,914	.....

* Estimated.

GROCERIES.

FRIDAY EVENING, July 28, 1871.

Nearly all the leading articles embraced in this review have shown some animation during the week, and, in a few instances, the volume of trade was very large. In no case has there been any violent changes in prices, but full former figures were sustained without difficulty and occasionally sellers gained a trifling advantage. In fact business seems to be settling down into a good heel by channel based solely upon the legitimate wants of regular dealers, and void entirely of any speculative excitement or manipulations. Advices from the interior indicate a good healthy condition of affairs, and with a fairly attractive stock to offer, and prices certainly not extravagant, our operators very reasonably expect a satisfactory movement during the approaching autumn.

The entries direct for consumption, and the withdrawals from bond, showing together the total throw on the market for the week, were as follows:

Tea, black.....	4,717 pkgs.	Laguayra ..	3,167 bgs.	Sugar, Brazil.....	..... bgs.
Green.....	4,836 pkgs.	Other.....	951 bks.	Manilla, &c.....	9,900 bgs.
Japan.....	3,396 pkgs.	Sugar, Cuba.....	7,089 bcs.	Malacca, &c.....	506 hds.
Various.....	1,341 pkgs.	Cuba.....	4,930 hds.	Port Rico.....	588 hds.
Coffee Rio.....	7,500 bgs.	Porto Rico	2,332 hds.	Demerara.....	1,388 hds.
Java.....	1,17 mts.	Other.....	3,335 hds.	Other.....	89 hds.
Maracaibo.....	2,247 bgs.			Hds. include bbls. and tes. reduced	

Imports of tea for the week at this port have included 360 pkgs. by indirect importation. Of coffee, 13,510 bags Rio and Santos, 15,556 mats Java, and 2,397 bags of other sorts have arrived. The receipts of sugar have included 8,335 boxes, 5,701 hds., 5,669 bags, and 5,579 baskets. The receipts of molasses are 3,010 hds. The stocks in New York at late, and imports at the five leading ports since Jan. 1, 1871, are as follows:

	Stocks in New York at date	Imports at leading ports since January 1.
Tea.....bush.	1871.	1870.
Tea (indirect import).....bush.	.....	.....
Coffee Rio.....bush.	97,997	87,421
Coffee, other.....bush.	46,932	37,276
Sugar.....bush.	89,305	123,212
Sugar.....bush.	32,535	49,117
Sugar.....bush.	257,334	375,233
Molasses.....bush.	9,150	23,742

TEA.

We have a much larger movement to record this week, and a more encouraging tone to the market than at the date of our last. The line trade has not greatly improved as yet, but jobbers seem to feel confident that the distribution must soon begin to increase, and are disposed to prepare for it. Some jobbers, as noted before, hold a fair supply and assortment from old purchases, but this state of affairs, of course, is not general, and others are obliged to put themselves in condition to enter into competition for consumers' favors. The principal movement has been in Oolongs, but there was a fair call for Greens, and some parcels are now under negotiation. Japans have also sold to some extent, but buyers are a little indifferent on these unless pretty easy terms are allowed, and in many cases they are accommodated on the old crop. The new crop has brought full figures. Sales of 3,650 Greens, 16,000 Oolongs, 6,575 old Japans, and 1,800 new do. to arrive.

There have been no imports of tea this week. The receipts indirectly have been 360 pkgs. by steamer, and 77 by rail overland.

The following table shows the imports of Tea into the United States (not including San Francisco), from January 1 to date, in 1871 and 1870:

	Black.	Green.	Japan.	Total.
1871.....	13,715,815	13,775,888	8,401,387	35,893,090
1870.....	12,782,938	14,547,239	7,235,006	34,565,203

The indirect importations, including receipts by Pacific Mail steamers via Aspinwall, have been 16,715 pkgs. since January 1, against 39,697 last year.

COFFEE.

The general market has undergone no very decided alteration on values since our last, but has in some cases shown much activity, and the feeling appears just about as strong and confident as previously noted. Jobbers have continued to distribute with some freedom, and reports from the interior seem to indicate that consumers are likely to continue their purchases to an extent sufficient to keep a fair outlet open for several weeks, and this induces firmness. On the other hand, however, it is claimed that recent movements have been of such magnitude that buyers will not require any stock for some time to come, and that a lull must occur before the regular fall trade sets in. The Rio telegram noted at the close of our last report had the effect to induce holders to accept bids previously refused, and the result was a pretty free movement of stock. There was no concession from previous rates, and a subsequent more careful review of the advices from the point of production and the general situation here brought about a firm and confident feeling throughout, with some withdrawal of the most desirable stocks to await a further improvement, as close calculations still fail to reveal a margin for profit on current importations. Baltimore has also shown much activity, and the distribution from that point has met a goodly proportion of the country orders. Java has been dull; the stock is ample, with a tendency to accumulate, and prices favor the buyer on all grades. For West India styles there has been a moderately active call from the regular trade, and the market ruled firm on anything desirable, with holders somewhat indifferent operators. Sales of 19,065 bags Rio and Santos, 4,000 bags Maracaibo, 1,600 bags Laguayra, 500 bags Jamaica, 725 bags Savanilla, and 198 bags African. About 16,000 mats Java have been taken from stock to cover various lots recently jobbed out. Sales at Hampton Roads to come to New York 4,216 bags Santos; and sales at Baltimore of 11,085 bags Rio.

The imports this week have included 2,200 bags Rio, and 551 do. Santos, per steamer "La Place"; 7,205 bags Rio per steamer "South America"; and 3,461 bags Santos per "Sjogsten." Of other sorts the imports have included 15,556 mats Java per "Alcyon," and 2,396 bags Ceylon per "Nehemiah Gibson."

The stock of Rio July 27, and the imports since Jan. 1, 1871, are as follows:

	New York.	Phila.	Balti.	New Orleans.	New Savan. & Cal.	Total.
In bags.....	97,997	40,623	7,654	1,116	2,500	172,790
Same date 1870.....	89,423	30,000	1,500	4,000	124,223	.....
Imports.....	386,182	14,805	333,835	123,552	44,519	11,900
In 1870.....	400,062	269,664	51,602	20,802	8,702	752,834

Of other sorts the stock at New York, July 27, and the imports at the several ports since January 1, 1871, were as follows:

	(New York) stock.	Boston.	Phila.	Balti.	N. Orleans.	Total imports at all ports.
In bags.....	.....	.....	.....	.....	.....	.....
Java and Singapore.....	7,205	50,992	1,362	.....	.....	.....
Ceylon.....	1,006	.....	.....	.....	.....	.....
Maracaibo.....	9,001	43,900	.....	.....	.....	.....
Laguayra.....	11,735	27,178	.....	15,288	.....	.....
St. Domingo.....	17,511	35,697	4,571	722	1,725	283
Other.....	49,140	730	.....	.....	.....	7,381
Total.....	46,932	219,356	56,259	19,100	1,729	7,584
Same time, 1870.....	37,776	179,124	53,662	5,432	4,109	996

* Includes mats, &c., reduced to bags.

† Also 42,867 mats.

SUGAR.

The demand for Raws has not been very active, except in the way of one or two slight spurts, but the general aggregate of business proves very good for the week, and the market throughout has shown a strong tone. Indeed, there was some buoyancy, and the previous decline on refining grades fully recovered. Aside from this there is nothing of any great importance to advise on the position, operators in the majority of cases advancing about previous theories and adhering to their opinions closely. Buyers of all classes are unwilling to operate until almost guaranteed that their invoices can be resold, either raw or refined, to early advantage, as they see no reason for any decided increase of cost, and naturally think it useless to carry goods; while importers, equally certain that no decline can be established, are by no means anxious to realize, and refrain from offering samples until there is a positive call for goods. The stocks on hand fluctuate somewhat, but the tendency of late has been rather toward a slight increase. The Trade have bought with a fair amount of freedom, largely in clarified goods. Advices from the South indicate a very favorable condition of the domestic cane in all the sugar-growing sections, and a probability that of the standing crop very little will be lost. The New-Orleans Picayune estimates the yield at between two hundred and two hundred and twenty-five thousand hds. Refined advanced early in the week on a demand, taking stock about as fast as it was produced, and the

Groceries		Drugs		And sundries.	
Alum.	2 1/2 @	45	Sie. Licorice	15	00
B. Carb. Soda (Eng.)	2 1/2 @	45	Calabra, imitation	30	00
Borax.	30 @	31	" genuine.	38	00
Salt Soda, Casht.	2 1/2 @	45	Madder	18	00
Sulphur	3 1/2 @	45	Indigo	30	00
Vanilla	1 1/2 @	17	" Manilla	10	00
Copperas	1 1/2 @	45	Cordage, Manilla, 1/2 and	2 1/2 @	19
Camphor, in blis.	7 1/2 @	72	do do Large sizes.	18	00
Castile Soaps.	1 1/2 @	12	Sisal	16	00

THE DRY GOODS TRADE.

FRIDAY, P. M., July 28, 1871.

The market has been quiet throughout the week, with a larger attendance of out-of-town buyers and some improvement in the jobbing movement, which, however, remains unimportant. There is some demand from the larger buyers in Texas and Alabama for cotton fabrics and the various classes of goods suited especially to the Southern trade. The high prices current on raw cotton encourage a better feeling among Southern dealers, and the prospect is favorable for a good trade with that section during the coming season. Advices from the West indicate a good degree of prosperity in the agricultural districts, and salesmen have taken orders for a considerable amount of goods from dealers in that section, although there appears to be no disposition on the part of retailers generally to make immediate purchases.

The market remains firm in all classes of fabrics, but not many changes in prices have occurred since our last report, the revision of quotations being about completed. There is a marked scarcity of many fabrics, both cotton and woolen, the direct result of the curtailed production in 1870, when so many looms were stopped by the protracted drought. The present production is heavy, and as soon as accepted orders are filled, manufacturers will be able to accumulate moderate stocks.

Collections are coming in freely from the interior, and jobbers report few inquiries for an extension of time.

DOMESTIC COTTON GOODS.—There is no general demand for any class of cotton fabrics as yet, and the principal buyers during the past week have been the large retailers from the West and South-West, with some inquiry from the more important Southern cities. Brown and bleached goods are held on a firm market, with an upward tendency, though it is believed that there will not be any important advance on the current prices. Agents are charging up goods on orders as fast as they are received from the mills; but the immediate demand from jobbers is not important, and the number of new orders placed is comparatively small. Canton flannels are also sold ahead of the production in some of the more popular brands, and agents are delivering on accepted orders. Colored cottons are quiet, but firm and unchanged. Prints have been opened in limited assortments by the agents for nearly all brands, and are held at an advance of 1c. on the Summer quotations, with the exception of Pacifics, which remain at 11½c. Cocheos, Merrimacs and Gloucesters are not shown in dark styles to any extent, and quotations are nominally unchanged.

DOMESTIC WOOLEN GOODS.—There has been some improvement in the demand for heavy woolen fabrics, and the finer qualities of cassimeres are held at a slight improvement on previous quotations. The medium qualities are quiet at the moment, and prices are without notable change. Flannels are moving fairly from jobbers, and prices are buoyant, an advance being realized in some instances over the quotations of a week ago. Blankets are quiet. Linseys are selling fairly at full prices, which have not experienced a further advance since our last report. Woolen shawls have been opened in moderate assortments, at an advance of about 25c. on last year's prices.

FOREIGN GOODS.—The offerings of dress fabrics are more liberal, and some trade is doing. The most activity is in staples, alpacas selling especially well in all of the more popular regular brands. The offerings of other fabrics are much the same as last year, with a few new effects. French, English, and black and white plaids, plain satteens and shot poplins form the chief features of the new stocks, and are held at an advance of 5¢@7½c. per yard over last year's prices. Alpacas are about 5c. per yard higher than then. Velvetens are in fair request with moderate sales, but no important inquiry is reported for silk velvets. There is a fair inquiry for woolens in stock, but transactions are restricted by the limited stocks in first hands. Importers hold moderate supplies, but the bulk of the goods coming in now are required to fill accepted orders. Prices have not advanced here as yet, although goods are costing more on the other side. Importers could doubtless obtain an advance on goods on the spot, but there seems to be no disposition to establish higher prices just now, and we understand that there is little probability of any material rise before Spring fabrics are marketed.

We annex a few particulars of leading articles of domestic manufacture, our prices quoted being those of leading Jobbers:

BROWN SHEETINGS AND SHIRTINGS are selling moderately in full packages, at the annexed quotations: Amoskeag A 36 13, do B 36 12½, Atlantic A 36 13-13½, do D 36 12, do H, 36 12½-13, Appleton A 36 13½, Augusta 36 12½, do 30 10½, Bedford R 30 9½, Boot B 34 11, Co. insurance O 27 6½, Grafton A 27 8, Great Falls M 36 11½, do S 33 11, Indian Head 36 13½-14, do 30 11-11½, Indian Orchard, A 40 14, do C 37 12½, Laconia O 39 12½, do H 27 12, Lawrence A 36 11½, Lyman C 36 11½, do E 34 13, Medford 36 12½, Nashua fine O 33 12½, do R 36 13½-14, do E 40 15-15½, Newmarket A 36 12, Pacific extra 36 13, do L 36 12½, Pepperell 7-4 24½-25, do

8-4 27-27½, do 9-4 32-32½, do 10-4 37-37½, do 11-4 42-42½, Pepperell E fine 39 13-13½, do R 36 12-12½, Pocasset F 30 9½, Saranac fine O 23 12, do R 36 13½, Stark A 36 13, Swift River 36 8½, Tiger 27 8.

BLEACHED SHEETINGS AND SHIRTINGS are not in very general request, but some sales of the better qualities are effected at full prices: Amoskeag 46 16½-17, do 42 15½-16, do A 36 15½-16½, Androscoggin L 36 16½, Arkwright WT 36 18½, Ballou & Son 36 14, Bartlett 36 15, do 33 13½, Bates XX 36 17½-19, Blackstone AA 36 15, Boot B 36 14½, do O 30 11½, do R 26 9½, Clarks 36 18½, Dwight D 40 18½, Ellerton 10-4 —, Fruit of the Loom 36 17, Globe 27 7½, Gold Medal 36 14, Great Falls Q 36 16½, Hill's Semp. Idem 36 16, Hope 36 14, James 36 15, Lonsdale 36 17, Masonville 36 17, Newmarket C 36 13½, New York Mills 36 21, Pepperell 6-4 24½-27, do 10-4 42-42½, Tuscarora XX 36 18, Utica 5-4 27½, do 6-4 37½, do 9-4 52½, do 10-4 54-57½, Waltham X 33 12, do 42 16½, do 6-4 27-27½, do 8-4 32-32½, do 9-4 37-37½, do 10-4 42-42½, Wamsutta 36 20.

PRINTING CLOTHS are in good demand with prices tending upward. Printers have been purchasing liberally, and there is also some speculative inquiry. Sales of spot goods and for delivery as late as October have been made at 7½¢@8c. for full 64x66's. January deliveries at 7½¢@7¾c.

PRINTS are quiet with a moderate demand but small offerings. We quote: American 11½, Albion solid 11, Allens 11, do pinks 12 do purples 11½, Arnolds 9½, Atlantic 5½, Dunnell's 11½, Hamilton 11, London mourning 10, Mallory pink 12, do purples 11½, Manchester 11½, Merrimac D 11, do W pinks and purple 12½, do W fancy 12, Oriental 10½, Pacific 11½, Richmond's 11½, Simpson Mourning 10½, Sprague's pink 12, do blue and White 11½, do shirtings 10, Wamsutta 8.

CANTON FLANNELS.—Brown—Tremont H 12½, do T 14½, do A 15½, do Y 17, do X 19, do XX 22, do XXX 24½, Everett 18, Nashua A 15, do XX 22, Arlington 14½, Eureka 14, Ellerton P 17½, do H, 25, do N 22, do O 19. Bleached—Tremont H 13½, do T 15½, do A 16½, do Y 18½, do X 21, do XX 23½, do XXX 26, Everett 19½, Salmon Falls 19, Peabody Y 17, Ellerton P 18, do N 24, do O 21, do NN 27, do WH 31.

CHEESES.—Caledonia 70 23, do 50 22½, do 12 26½, do 10 21, do 8 16, do 11 22, do 15 27½, Cumberland 11½, Jos Greers, 55 15½, do 65 13, Kennebeck 20, Lanark, No. 2, 9½, Medford 13, Meek's No. A 1 29.

DENIMS.—Amoskeag 25, Bedford 14½, Beaver Cr. AA 20, Columbian heavy 24, Haymaker Bro. 13½, Manchester 20, Otis AXA 22, do BB 20.

CORSET JEANS.—Amoskeag 13½, Androscoggin Sat. 15½, Bates 10, Everetts 13½, Indian Orchard Imp. 12½, Laconia 13½, Newmarket 9½.

COTTON BAGS.—American \$32 50, Great Falls A \$32 50, Lewiston \$32 50, Ontarios A \$37 50, Stark A \$37 50.

BROWN DRILLS.—Appleton 14½, Amoskeag 14, Augusta 14, Pacific 14, Pepperell 14, Stark A 11.

STRIPES.—Albany 7½, Algodon 16½, American 12@13, Amoskeag 14½-18-19, Hamilton 18-19, Haymaker —, Sheridan A 10, do G 10½, Uncasville A 13-14, Whittenton A 16.

TICKINGS.—Albany —, Amoskeag ACA 23½-30, do A 24½-25, do B 26½-21, do C 18½-19, do D 17, Blackstone River 14½, Conestoga extra 32 26½-22, do do 36 24½-25, Cordis AAA 23, do AOE 27, Hamilton 21, Swift River 11½, Thornlike A 14, Whittenton A 25, York 30 22½.

GINGHAMS.—Clyde, 11½; Earlston, extra. —; Glasgow, 13; Gloucester, 12; Hadley, —; Hampden, —; Hartford, 12; Lancaster, 16; Lancashire, —; Pequa, 12½; Park Mills, 14.

MOUSELINE DELAINES.—Pacific 20, Hamilton 20, Pacific Mills printed armures 19, do Imperial reps 23½, do aniline 22, do plain asorted colored armures 19, do do Orientals 18, do do alpacas 21, do do corded do 22½.

CARPETS.—Lowell Company's ingram are quoted at \$1 30 for extra super, 2 mos. credit, or less 2 per cent., 10 days; \$1 55 for super 3-ply and \$1 62½ for extra 3-ply; Hartford Company's \$1 15 for medium superfine; \$1 30 for superfine; \$1 55 for Imperial three-ply, and \$1 62½ for extra three-ply; Brussels \$1 90 for 3 fr., \$2 00 for 4 fr. and \$2 10 for 5 fr.

IMPORTATIONS OF DRY GOODS AT THE PORT OF NEW YORK.

The importations of dry goods at this port for the week ending July 27, 1871, and the corresponding weeks of 1870 and 1869, have been as follows:

	1869.		1870.		1871.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of wool...	4,001	\$431,963	959	\$434,414	1,538	\$682,415
do cotton...	1,301	268,147	1,432	391,281	1,409	409,632
do silk...	677	551,947	338	396,332	737	646,110
do flax...	1,069	280,124	1,092	218,724	1,134	220,074
Miscellaneous dry goods	481	162,413	610	139,674	532	219,735
Total	4,632	\$1,797,594	4,481	\$1,480,488	5,410	\$2,214,286
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD.						
Manufacturers of wool...	629	\$218,033	829	\$319,270	375	\$129,552
do cotton...	261	73,172	234	66,957	184	71,314
do silk...	99	124,743	82	91,746	78	86,307
do flax...	302	58,386	555	119,950	244	57,336
Miscellaneous dry goods	35	15,837	169	14,424	126	14,195
Total	1,316	\$490,171	1,869	\$611,347	1,007	\$268,924
Add ent'd for consum'n	4,622	1,797,594	4,481	1,480,488	5,410	2,214,286
Total th'n upon m'rk't.	5,938	\$2,287,765	6,350	\$2,091,835	6,417	\$2,483,210
ENTERED FOR WAREHOUSING DURING THE SAME PERIOD.						
Manufacturers of wool...	1,130	\$444,567	808	\$468,179	1,472	\$768,312
do cotton...	497	110,998	373	98,473	495	267,308
do silk...	136	175,294	113	179,869	241	391,943
do flax...	324	97,270	594	145,378	432	122,042
Miscellaneous dry goods	113	23,148	255	22,099	95	28,253
Total	2,100	\$851,277	2,233	\$913,997	2,775	\$1,560,758
Add ent'd for consum'n	4,622	1,797,594	4,481	1,480,488	5,410	2,214,286
Total enter'd at the port.	6,722	\$2,648,871	6,714	\$2,394,485	8,185	\$3,775,044

Texas Cards.

JAMES ARBUCKLE. RUSDON D. GRIBBLE.
NORTH EASTERN TEXAS.

Collections made on all accessible points by

JAMES ARBUCKLE & Co.,
BANKERS.Jefferson, Texas.
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BANKERS.
Brenham, Texas.Correspondents: Houston—First National Bank;
Galveston—Hall, Hutchings & Co; New Orleans—Pike,
Brother & Co.; New York—Duncan, Sherman & Co.
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TEXAS LAND AGENCY
BANKING & EXCHANGE,
AUSTIN, TEXAS.Purchase and sell real estate, pay taxes and adjust
Titles, prosecute Land and money claims against the
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Receive deposits and execute Trusts.

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WACO, TEXAS.REFERENCES AND CORRESPONDENCE:—New York
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OTTO BUYING,
COMMISSION MERCHANTS.CAPITAL STATE BANK,
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A BANK OF DISCOUNT AND DEPOSIT.
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land of plantations and other real estate, paying of
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Stock Brokers and Real Estate Agents
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Government Securities, Gold, Stocks, &c. Bonds
of every description, bought and sold on commission.Reynolds & Brothers,
NORFOLK, VIRGINIA,
Buy Cotton, Grain, &c., on Commission.

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LIFE ASSURANCE SOCIETY
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120 BROADWAY, NEW YORK.Assets over - - - - \$15,000,000
Income - - - - 7,500,000WILLIAM C. ALEXANDER, President.
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ING, BAGGING, RAVENS DUCK, SAIL TWINES
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NEGOTIATIONS of Loans, and Foreign Exchange
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NO. 6 BROAD STREET,Buy and Sell on Commission the Bonds of the follow-
ing Railroads:CHICAGO, BURLINGTON AND QUINCY RAIL-
ROAD AND ITS BRANCHES—8 per cent.
BURLINGTON AND MISSOURI RIVER RAILROAD
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BLUFFS RAILROAD—8 and 10 per cent.MISSOURI RIVER, FORT SCOTT AND GULF RAIL-
ROAD—10 per cent.LEAVENWORTH, LAWRENCE AND GALVESTON
RAILROAD—10 per cent.FORT WAYNE JACKSON AND SAGINAW RAIL-
ROAD—8 per cent.

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GREAT
SOUTHERN MAIL ROUTE
TO
NEW ORLEANS, MEMPHIS, AND
MOBILE—ALL RAIL.

Leave New York

At 8.10 A.M. for RICHMOND, and Points on the Coast
At 9.20 P.M. from foot of Cortlandt street, via New
York and Philadelphia Line, by GREAT SOUTH-
ERN MAIL ROUTE TRAIN, for Richmond, New
Orleans, Mobile, Memphis, Chattanooga, Nashville
Atlanta, Macon, and intermediate points.

STATIONS.	Miles.	GO'S SOUTH.	GO'S NORTH.
		Time.	Time.
NEW YORK.....	0	Lv. 9.20 p.m.	Ar. 6.19 a.m.
WASHINGTON.....	228	" 6.53 a.m.	" 9.00 p.m.
GORDONSVILLE.....	324	" 12.55 p.m.	" 12.45 p.m.
BRISTOL.....	610	" 6.00 a.m.	" 7.28 p.m.
KNOXVILLE.....	741	" 1.14 p.m.	" 11.15 a.m.
*CLEVELAND.....	823	" 5.55 p.m.	" 6.27 a.m.
*CHATTANOOGA.....	850	" 8.00 p.m.	" 4.45 a.m.
NASHVILLE.....	1301	Ar. 5.50 a.m.	" 5.00 p.m.
CORINTH.....	1666	Lv. 9.00 a.m.	" 5.44 p.m.
*GRAND JUNCTION.....	1107	" 11.52 a.m.	" 3.30 p.m.
MEMPHIS.....	1159	Ar. 2.55 p.m.	" 12.15 p.m.
*JACKSON.....	1319	Lv. 11.45 p.m.	" 4.57 p.m.
ATLANTA.....	932	Ar. 3.35 a.m.	" 7.25 p.m.
MACON.....	1065	" 1.40 p.m.	" 7.55 a.m.
MONTGOMERY.....	1127	" 8.00 p.m.	" 5.45 a.m.
MOBILE.....	1382	" 8.00 a.m.	" 5.20 p.m.
NE * ORLEANS.....	1502	" 10.10 a.m.	" 7.00 a.m.

* Change cars for Atlanta, Macon, Montgomery,
Selma, West Point, Eufaula, Mobile, Savannah, and
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change from this point to New Orleans.

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To CALIFORNIA & CHINA,
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THROUGH FARES—NEW YORK

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SAN FRANCISCO,

First Class - - - - \$125 to \$150
Steerage - - - - \$60According to location of berth
These rates include berths, board, and all necessa-
ries for the trip.

CHANGE OF SAILING DAYS.

Steamers of the above line leave PIER No. 42 NORTH
RIVER, foot of Canal street, at 12 o'clock, noon,On 15th and 30th of Each Month
except when those days fall on Sunday, then the day
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Medicine and attic, dance free.Departure of 15th touches at KINGSTON, Ja.
Steamer will leave San Francisco 1st every month for
China and Japan.For freight or passage tickets, and all further infor-
mation, apply at the Company's ticket office on the
wharf, foot of Canal st.

F. R. BABY, Agent.



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THE LIVERPOOL AND GREAT WESTERN
STEAM COMPANY will dispatch one of their first-
class full-power iron screw steamships fromPIER No. 46 NORTH RIVER, EVERY WEDNESDAY
as follows:

COLORADO, Capt. T. F. Freeman, Aug. 2, at 3 P.M.

WI-CO - IN, Capt. Williams, Aug. 9, at 12 M.

NEVADA, Captain, Aug. 16, at 3 P.M.

WYOMING, Capt. Whitney, Aug. 23, at 11 A.M.

MINN & S. TA, (ap T. W. Freeman, Aug. 30, at 3 P.M.

IDAHO, Captain Price, Sept. 6.

Cabin passage, \$30 gold.

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rency.

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MANUFACTURERS OF

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G. P. SWIFT, Pres't. W. A. SWIFT, Sec. & T

Insurance

OFFICE OF THE

ATLANTIC

Mutual Insurance Co.

New York, January 26, 1871.

The Trustees, in conformity to the Charter of the Company, submit the following statement of its affairs on the 31st December, 1870:

Premiums received on Marine Risks, from 1st January, 1870, to 31st December, 1870. \$5,270,690 09
Premiums on Policies not marked off 1st January, 1870. 2,155,738 64
Total amount of Marine Premiums. \$7,426,428 73

No Policies have been issued upon Life Risks, nor upon Fire Risks disconnected with Marine Risks.

Premiums marked off from 1st January, 1870, to 31st December, 1870. \$5,332,738 55
Losses paid during the same period. \$2,253,590 39

Returns of Premiums and Expenses. \$1,063,383 57

The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank and other Stocks. \$8,843,740 00
Loans secured by Stocks, and otherwise. 2,377,350 00
Real Estate and Bonds and Mortgages. 217,500 00
Interest and sundry notes and claims due the Company, estimated at. \$89,332 03
Premium Notes and Bills Receivable. 2,069,915 95
Cash in Bank. \$16,125 45
Total amount of Assets. \$14,183,983 43

Six per cent interest on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the Seventh of February next.

The outstanding certificates of the issue of 1867 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the Seventh of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and cancelled. Upon certificates which were issued (in red scrip) for gold premiums, such payment of interest and redemption will be in gold.

A dividend of THIRTY-FIVE Per Cent is declared on the net earned premiums of the Company, for the year ending 31st December, 1870, for which certificates will be issued on and after Tuesday, the Fourth of April next.

By order of the Board,

J. H. CHAPMAN, Secretary.

TRUSTEES:

J. D. Jones,
Charles Dennis,
W. H. H. Moore,
Henry Coit,
Wm. C. Pickersgill,
Lewis Curtis,
Charles H. Russell,
Lowell Holbrook,
R. Warren Weston,
Royal Phelps,
Caleb Barstow,
A. P. Elliot,
William E. Dodge,
David Lane,
James Bryce,
Daniel S. Miller,
Wm. Sturgis,
Henry K. Bogert,
Deunis Perkins,

Joseph Galliard, Jr.
C. A. Hand,
James Low,
B. J. Howland,
Benj. Babcock,
Robt. B. Minburn,
Gordon W. Burnham,
Frederick Chauncey,
R. L. Taylor,
Geo. S. Stephenson,
William H. Webb,
Sheppard Gandy,
Francis Skiddy,
Charles F. Burdett,
Robt. C. Fergusson,
William E. Bunker,
Samuel L. Mitchell,
James G. DeForest,
Robert L. Stuart,

Alexander V. Blake.

J. D. JONES, President.

CHARLES DENNIS, Vice-Pres't.

W. H. H. MOORE, 2d Vice-Pres't.

J. D. HAWLEY, Vice-Pres't.

Insurance.

Pacific Mutual Insurance Company.

HOWARD BUILDING, 176 BROADWAY,

New York, January 12, 1871.

THE FOLLOWING STATEMENT OF THE affairs of the Company is published in conformity with the requirements of Section 12 of its charter:

Outstanding Premiums, January 1, 1870. \$106,924 04
Premiums received from January 1 to December 31, 1870, inclusive. 484,840 67

Total amount of Marine Premiums. \$591,764 71
This Company has issued no Policies, except on Cargo and Freight for the Voyage.

No Risks have been taken upon Time or upon Hulls of Vessels.

Premiums marked off as Earned, during the period as above. \$506,733 79
Paid for Losses and Expenses, less Savings, &c., during the same period. \$45,235 70
Return Premiums. 42,670 02

The Company has the following Assets:

Cash in Bank. \$76,572 35
United States and other Stocks. 41,918 33
Loans on Stocks Drawing Interest. 23,510 00
Premium Notes & Bills Receivable. \$766,900 73
Subscription Notes in advance of Premiums. 56,000 00
Reinsurance and other Claims due the Company, estimated at. 18,575 83
Total Assets. \$1,011,000 40

SIX PER CENT INTEREST on the outstanding Certificates of Profits will be paid to the holders thereof, or their legal representatives, on and after TUESDAY, the 7th day of February. FIFTY PER CENT OF THE OUTSTANDING CERTIFICATES OF THE COMPANY, OF THE ISSUE OF 1866, will be redeemed and paid in cash to the holders thereof, or their legal representatives, on and after TUESDAY, the 7th day of February, from which date interest on the portion redeemed will cease. The Certificates to be produced at the time of payment and cancelled to the extent paid. A dividend in red scrip of FIFTY PER CENT, is declared on the net amount of earned Premiums for the year ending December 31st, 1870, for which Certificates will be issued on and after TUESDAY, the 7th day of April next. By order of the Board.

TRUSTEES:

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A. C. Richards,
G. E. H. Gillespie,
C. E. Milnor,
Martin Bates,
Moses A. Hopcock,
R. W. Bull,
Horace B. Claflin,
W. M. Richards,
A. S. Barnes,
Edgbert Starr,
A. Wesson,
John A. Bartow,
Oliver K. King,
Alex. A. Easton,
William Leconey,
Wm. T. Blodgett,
H. C. Southwick,
Wm. Hegeman,
James K. Taylor,
Adam T. Bruce,
Albert B. Stranage,
John K. Augustus Low,
Emil Heineman,
Jehiel Read,
John K. Water,
William A. Hall,
Francis Moran,
Theo. W. Morris,
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JOHN K. MYERS, President,
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CHARLES A. LAMONT, LEVI P. MORTON,
JAMES F. D. LANIER, HUGH SMITH,
FRANKLIN OSGOOD, WILLIAM T. BLODGETT,
WM. BUTLER DUNCAN, RICHARD O'GORMAN,
JOHN J. BRADLEY, JOSE F. NAVARRO,
CHARLES L. TIFFANY, HENRY SMITH,
WILLIAM R. TRIVERS, EDWARD B. WESLEY,
JOSEPH SELIGMAN, MANTON MARBLE,
RICHARD B. CONNOLLY, JOHN TAYLOR JOHNSTON,
HENRY HILTON.

HENRY HILTON,

President,

HUGH SMITH,

Vice-President,

W. BUTLER DUNCAN,

Treasurer.

EDWARD P. BARKER,

Secretary.

By authority of the Board of Directors of The New York Railway Company, and in conformity with the terms of the Act of Incorporation in that respect, the undersigned Commissioners on Stock Subscriptions, give public notice for and on behalf of the Directors, and of such Company, that Books of Subscription for the Capital Stock thereof will be opened on Wednesday the twenty-eighth day of June, instant, at the following places in this City, viz.

At the Banking House of Duncan, Sherman & Co., No. 11 Nassau Street.

At the Banking House of the Bank of the Metropolis, No. 31 Union Square.

The Company is authorized to construct two Viaduct Railways or branches through the City of New York, on the east and west sides thereof, from a common starting point at or near Chambers Street, between Broadway and Chatham; also across the Harlem River and through Westchester County; with power to build additional lines of railway or branches, from time to time, in any part of the City, or Westchester County. The property acquired by the Company is exempted from taxes and assessments during the period allowed for the final completion of the railway in the city. The Mayor, Aldermen, and Commonalty of New York are authorized and directed, with the approval of the Commissioners of the Sinking Fund, to subscribe for five millions of dollars of the stock of the Company, whenever one million of dollars thereof has been subscribed for by private parties. This conditional amount of stock has been wholly subscribed for and taken by the Directors of the Company. On the completion of either of the lines of railway to the line of Westchester County the Supervisors of that County are authorized to issue the bonds of the County to such amount as the Supervisors shall deem expedient, to aid in the construction and extension of the railway in and through that County. For the proper equalization of the interest of shareholders who may subscribe and pay in moneys at different times, the Directors are authorized to issue scrip for interest on such payments, payable out of the earnings.

The terms of subscription will be as follows:

Ten per cent of the amount of Stock subscribed for to be paid in cash at the time of subscription. The residue to be paid as called for by the Board of Directors on a notice of thirty days, but no call at any one time to exceed ten per cent.

Scrip for interest at the rate of seven per cent per annum will be issued by the Company, payable out of the first earnings of the Railway on all instalments paid on Stock subscribed for within thirty days after the Subscription Books shall be opened.

The Company reserves the right to close the Subscription Books at any time after the twenty-ninth day of July, 1871.

By order of the Board of Directors.

ALEXANDER T. STEWART,

JOHN JACOB ASTOR,

LEVI P. MORTON,

Commissioners on behalf of the Company
New York, June 15th, 1871.

Insurance.

Fire Insurance Agency,
No. 62 WALL STREET,
NEW YORK.

Ætna Insurance Comp'y,
HARTFORD, CONN.
INCORPORATED 1819.

Cash Capital.....\$3,000,000 00
Net Assets.....\$6,047,378 07

SPRINGFIELD

FIRE & MARINE INSURANCE CO.,
SPRINGFIELD, MASS.
INCORPORATED 1848.

Cash Capital.....\$500,000 00
Net Assets.....\$886,170 59

Providence Washington
INSURANCE COMPANY,
OF PROVIDENCE, R. I.
ORGANIZED 1799.

Cash Capital.....\$200,000 00
Net Assets.....\$415,148 51

AMERICAN
INSURANCE COMPANY,
OF PROVIDENCE, R. I.
ORGANIZED 1831.

Cash Capital.....\$200,000 00
Net Assets.....\$370,624 51

JAS. A. ALEXANDER, Agent.

The North British
& Mercantile Ins. Co.
of London and Edinburgh.
Capital Coin \$12,000,000.
Assets in the
United States 1200,000.
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don & Globe Ins. Co.
Assets Gold, \$20,000,000
Assets in the
U. States 3,000,000.
45 William St.

FIRE INSURANCE.

NORTH AMERICAN
Fire Insurance Company
OFFICE 192 BROADWAY.
Branch Offices,
Cooper Institute & 1429 Broadway.
INCORPORATED 1833.

CASH CAPITAL - - - \$500,000 00
SURPLUS - - - - - 295,237 93
Cash Capital and Surplus, July 1, 1869,
\$795,237 93.

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F. H. CARTER, Secretary,
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